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of
Jay and Frances Benton

"Middlesex House"
Three Pequossette Road
Belmont
Massachusetts

"MIDDLESEX HOUSE"
THREE PEQUOSSETTE ROAD
BELMONT, MASSACHUSETTS

THE

ILLUSTRATED DIARY

of

JAY R. BENTON

for

FEBRUARY
1945

* * *
*

11
Barn B

going on in every [illegible] American troops occupy.

[illegible] a sampling [illegible] not alone of [illegible] courage and [illegible] of American fighting men, though the world is seeing plenty of that.

[illegible] is a sampling proof not alone of America's [illegible] planes, hard-hitting tanks, sharp-shooting [illegible] bombers and [illegible] K-rations.

[illegible] is a sampling [illegible] something [illegible] more than this, of [illegible] from the free air and rich soil of these [illegible] States — a sampling of what kind of guy an American really is, [illegible] he [illegible] lives, when he wants.

[illegible] have been [illegible] — the gallant Chinese [illegible] the Near East and the Far — Iceland — [illegible] know the American [illegible]

[illegible] probably it [illegible] be [illegible] before the Balkans, the North [illegible] countries, the Lowlands, or even smitten France gets newly acquainted with [illegible], the helping hand, the big heart and [illegible] kind of man America produces.

[illegible] of these easy-going, friend-making, share-[illegible] ours anyhow?

[illegible] the front said it was something in the free [illegible] that made 'em good — a thing as nebulous

[illegible] as the hab

The [illegible] Newspap

a guy [illegible] American,

Why sho[illegible]

nation o[illegible]

need of [illegible]

So Hea[illegible]

that mak[illegible]

America, [illegible]

Doing this [illegible]

families in a [illegible]

of Hearst Ne[illegible]

If it is on-the-m[illegible]
Newspapers first

HEARST

[illegible] the American People — their Freedom, Security and Progres

ALBANY TIMES-UNION
Morning and Sunday

BALTIMORE AMERICAN
Sunday

BALTIMORE NEWS-POST
Evening

BOSTON ADVERTISER
Sunday

BOSTON RECORD AND AMERICAN
Morning and Evening

CHICAGO HERALD-AMERICAN
Evening and Sunday

DETROIT TIMES
Evening and Sunday

LOS ANGELES EX[illegible]
Morning and S[illegible]

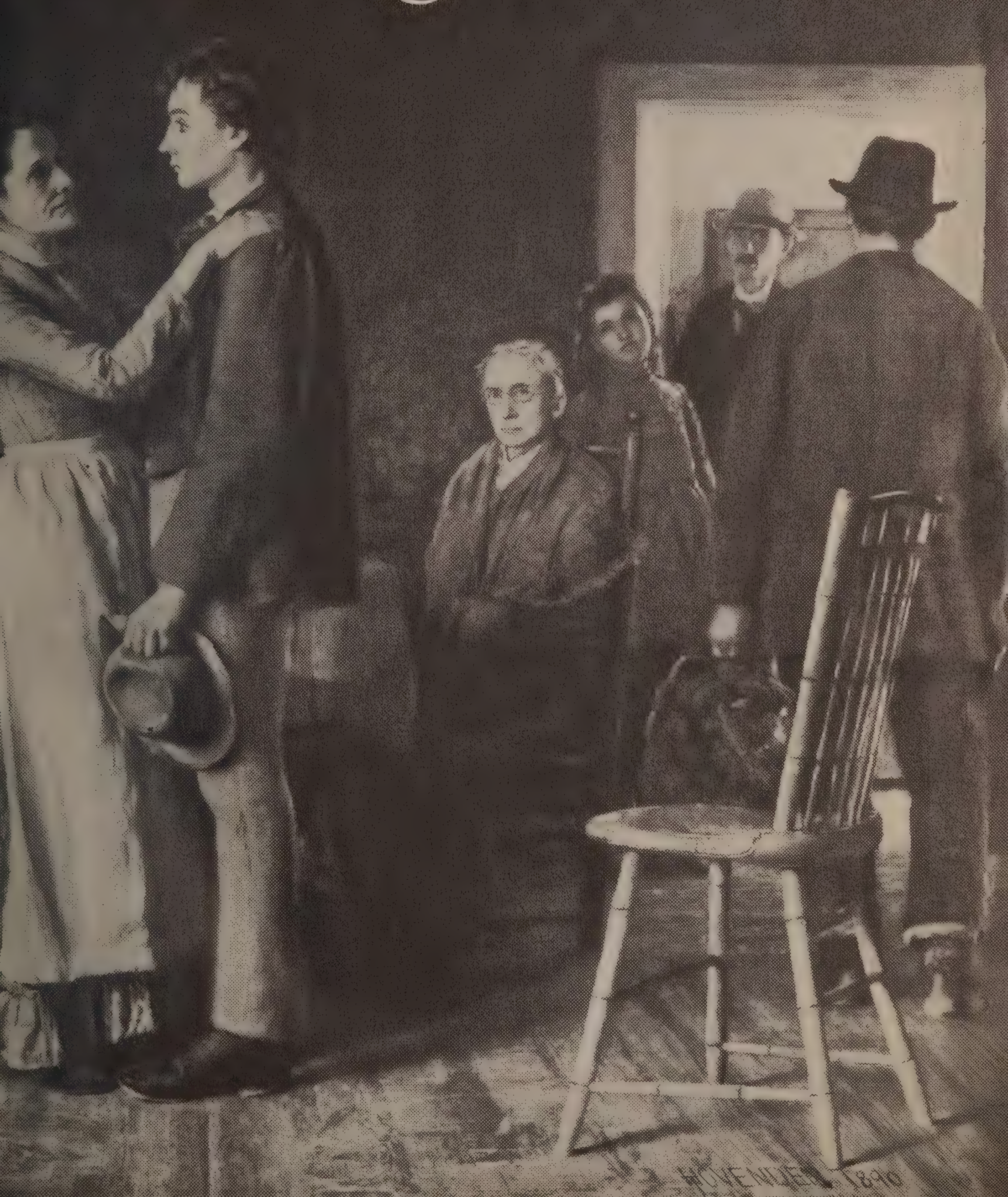
LOS ANGELES HERAL[illegible]
Evening

11-17

No Future? Ther

My father, Everett Chamberlin Benton, nineteen years old, says "Goodbye" to his family as he leaves his boyhood home, the country village of Guildhall, Vermont, to go to Boston, February 1882, to make his way in the world.

nothing else but!


HOVENDEN 1890

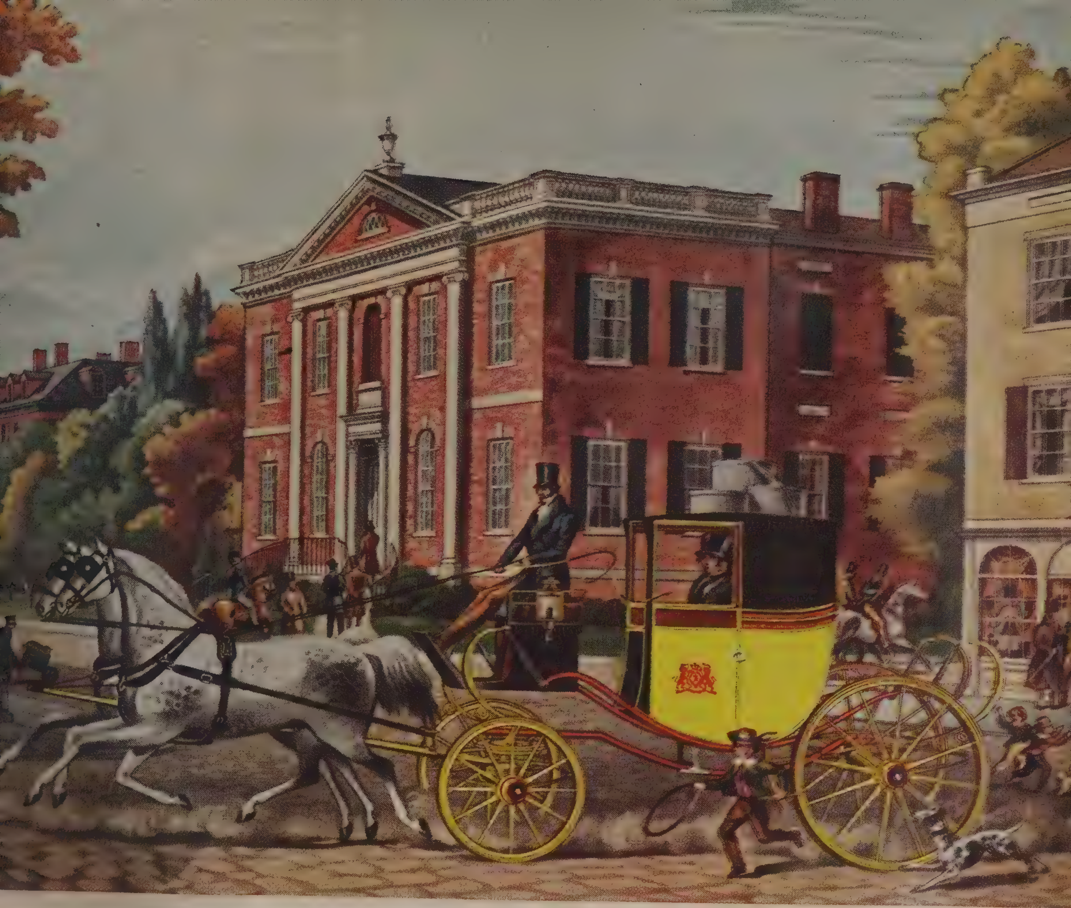
Boston Mutual Life Had Record Insurance Gain

JAY R. BENTON

© Waid Studio

THE Boston Mutual Life Insurance Company in 1944 had its largest insurance gain since the company was organized fifty-three years ago. President Jay R. Benton reported at the annual meeting that the combined increase for the year amounted to $9,433,361, bringing the total insurance in force to an all time high of $129,216,349. Total payments to policyholders and beneficiaries amounted to $1,776,612. Stock and bond holdings amounted to $18,485,267, of which $16,633,846 is in U. S. Government Bonds. Bank balances totalled $496,000. The sum of $242,494 was added to surplus.

The Boston Mutual Life is a purely mutual company, owned entirely by its policyholders, and writes both Ordinary and Industrial insurance. President Benton, who is one of Boston's best known insurance executives, was elected a Director of the Boston Mutual Life Insurance Company in 1932 and President in 1937. He has had a distinguished career. A native of Massachusetts, he was admitted to the Massachusetts Bar in 1911, was a Representative in 1917-18 and became Assistant Attorney-General for Massachusetts over the period 1918-1923 and Attorney General, 1923-1927. He was Associate Counsel for the Massachusetts Fire and Marine Insurance Company 1912-1915 and a member of the Committee on Insurance Law of the American Bar Association 1925-26. His many activities include membership in the Boston Bar Association, Boston Chamber of Commerce, National Association of Attorneys General and Charter Member of the American Law Institute.



Boston Mutual Life Insurance Company

HOME OFFICE
160 CONGRESS STREET
BOSTON, MASS.

FEBRUARY

MARCH

February 1, 1945

To the Field Force:

The Field Force is to be complimented on the splendid results accomplished in the first week of the President's Campaign.

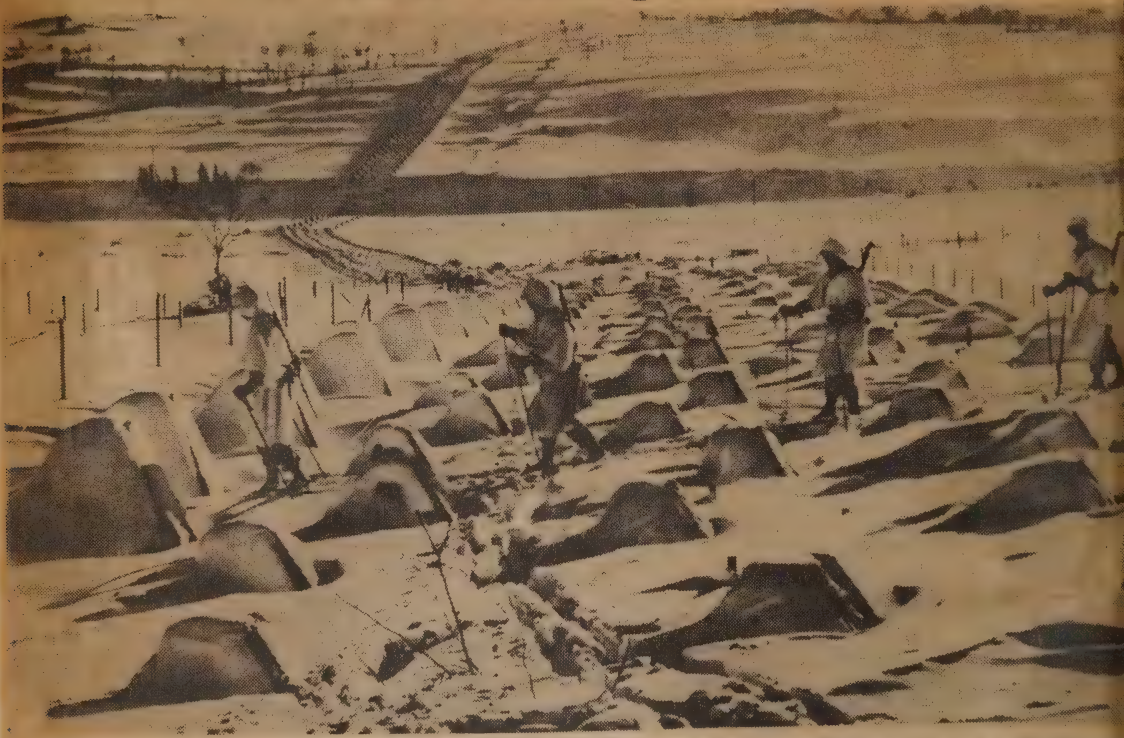
The Districts reported a writing of over $300,000 in the Ordinary Department and approximately $400 of weekly premium insurance written. This beats last years record by a good margin.

Keep the good work up and keep the ball rolling from now until March 31st. Try and duplicate the work of your first week's writings by beating the 1944 record each week of the Campaign.

Yours very truly,

W. H. Moody.
Supt. of Agencies.

The Allies Striking at the Germans on



Members of the first Allied ski patrol moving through the "Dragon's Teeth" defense of the Siegfried Line on a scouting missio
Ninth Army inside Germany.

Assoc

SEMPER FIDELIS
U.S. MARINE CORPS

February 1, 1945

Dear Mom and Dad,

I'm mighty glad to hear about Anne's enguagement. She's a mighty fine gal. I don't think I know her fiancée, but I've probably seen him at one time or another.

Had a busy day today and I feel as if I'd had three or four exams. All my thoughts are jumbled up. It's been raining most of the day. This desert really cakes to your shoes. It's more like paste than mud.

Well, events must be shaping up in Arlington. I wonder if Spike will see his father soon. I hope David is on his way home now. Be sure and send me a telegram as soon as the baby arrives. It will make 8 Bentons and two Jamesons. It's very beautiful to think about and you'll never know how it brightens my gloom to know I'll come back to a little one as Uncle Pete. I promise I'll be a good uncle too.

Love,
Peter

Sgt. Peter J. Benton

U. S.
FEB 2
10 AM
1945
NAVY

AIR 8 CENTS MAIL
UNITED STATES OF AMERICA

Mr and Mrs Jay B. Benton
3 Pequossette Road
Belmont, Massachusetts

PAR AVION
AIRMAIL
CORREO AEREO

page 10

The Financial Significance of Recent Boston News Items

An address delivered by
CHARLES J. FOX,
City Auditor of Boston, Mass.

before

THE MUNICIPAL FORUM OF NEW YORK
February 1, 1945

A Municipal Forum Publication

Charles J. Fox, City Auditor of Boston, was born in that city, educated in its public schools, graduated from State Teachers College at Bridgewater, Mass., and Harvard College A. B. 1912. After graduation he taught mathematics and was athletic coach for several years before the outbreak of the First World War. He served in the Navy during that war, after which he was Traveling Auditor for the Income Tax Bureau of the Internal Revenue Department, 1919–1922; Budget Commissioner, City of Boston, 1922–1934, and City Auditor since 1934. He is a past president of the Municipal Finance Officers Association and has the reputation of being one of the ablest municipal accounting officials in the country—in fact ranks at the very top of his profession.

Copies of this address
may be had by application to

EDWARD L. BLACK, SECRETARY
Publications Committee,
THE MUNICIPAL FORUM OF NEW YORK
15 Broad Street,
New York, N. Y.

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The Financial Significance of Recent Boston News Items

In the course of my correspondence with the Chairman of your Program Committee concerning my appearance before your Forum, I was agreeably surprised to learn that the members of your organization were abreast of and interested in recent happenings in our City which normally might be considered to be of purely local and provincial interest. As I considered Mr. McGee's several suggestions of matters you might be interested in hearing discussed, the thought came to me that rather than make a drab, statistical presentation of facts relating to the finances of Boston, I might well discuss with you happenings in our community within the past two months which in my opinion are bound to have an effect on the financial structure of our City. I have selected, therefore, as the subject of my remarks, "The Financial Significance of Recent Boston News Items." Under this heading, I shall discuss four subjects and endeavor to relate them to the aspect of our city government in which I know you are vitally interested. The items are as follows:

1. The Political Advancement of Mayor Tobin.
2. The Strayer School Survey Report.
3. The Boston Contest.
4. The Greater Boston Development Committee.

The Political Advancement of Mayor Tobin

From a financial point of view, our former Mayor's elevation to Governor of the Commonwealth has a dual significance. In the first place, it brought to an abrupt end the longest consecutive term of office of any Mayor in the history of our city—a term during which considerable progress was made in strengthening the credit of the city—and at the same time created temporarily at least certain administrative complications. Secondly, it assures Boston of the presence in the State House, for the next two years at least, of "a friend in court"—one who has an intimate knowledge of the financial problems of municipalities, a proper regard for the equitable treatment of cities and towns in their relation with the parent government, and definite ideas concerning steps to be taken to establish an equitable and sound basis for State-Local fiscal relations.

During Mayor Tobin's first term of office which began on January 3, 1938, the Legislature rescinded a Charter provision of thirty years standing prohibiting a Mayor in office from succeeding himself. In the absence of this prohibition, Mayor Tobin was reelected in November, 1941, for a four-year term which normally would have terminated on January 7, 1946. Last November, however, the Mayor was elected Governor of Massachusetts and on the fourth day of last month, just prior to his inauguration as Chief Executive of the Commonwealth, his resignation as Mayor became effective. At the time of the Mayor's resignation, our City Charter provided that the City Council should "forthwith order a special election of Mayor to serve for the unexpired term" and that in the interim the President of the City Council should serve without additional compensation as Acting Mayor with "the powers of Mayor only in matters not admitting of delay." If the Council had followed this Charter directive, the City would have been subjected to two mayoral elections within a period of seven months; a special election at the end of next month and the regular election on November 6. The Council, in its wisdom, delayed any positive action with the result that the Legislature last week adopted two pieces of legislation—one eliminating any special election this year and the other giving the Acting Mayor the authority and salary of the Mayor. These acts have been signed by the Governor, hence the complications inherent in our Charter following the resignation of a Mayor have been temporarily alleviated.

I have said previously that during the past seven years, considerable progress was made in strengthening the credit of the City. Let us look at the record and review the various financial developments which have occurred in that period. For the sake of brevity, I shall consider these developments in topical fashion.

Debt—At the beginning of 1938, the net overall debt of the City was, roughly, $160,000,000. At the close of 1944, this figure was, roughly, $112,000,000 or a reduction of approximately 30% in seven years. Of the three types of debt involved, funded issues had been reduced $28,000,000 to a total of $102,000,000—an amount equivalent to the net funded debt outstanding at the end of 1929. Temporary loans had been reduced $14,700,000 and tax title loans $5,800,000. The improvement in temporary loans may be attributed in large measure to the $11,000,000 funding operation authorized by the Legislature originally in 1938 and which now is practically completed. It should be emphasized, however, that despite this sizable conversion of floating into funded debt, we have still been able to show a material reduction in this latter type of obligation. With regard to tax title debt, it now appears that this type of obligation should be entirely liquidated early next year, which will mean that general revenue of the City will secure for the first time in twelve years the full benefit of all prior years' taxes collected. With regard to our net funded debt, it is interesting to note that 55% of such debt is supported by water rates, tunnel tolls and subway rentals and that issues supported by the tax levy total only $46,000,000. Furthermore, 18.3% of this tax levy supported debt will be liquidated during the current year, and 70.5% will be liquidated within the next five years. In addition, debt issued in recent years has carried interest rates averaging 2%, whereas the bulk of the debt paid off has borne interest rates of 3½% to 4%. It may well be said, therefore, that Boston's current debt condition is the strongest element in its financial structure and that because of this fact, there need be no question, from a long-term point of view, as to the financial security of the City.

Collection of Taxes and Revenues—The year just closed was most advantageous to the City in the collection of its various charges. On December 31, 1944, 88.85% of the current year's levy had been collected. This represented an improvement of 1.37% over 1943 collections and constitutes the highest collection percentage to be established in the past two decades. Obviously this record reflects wartime prosperity but in addition it may be said to indicate confidence in the city administration as well as improvements in collecting procedure instituted under the present City Collector.

For the seventh consecutive year, general revenue receipts exceeded expenditures, thus permitting a further reduction in the city's accumulated cash deficit. At the beginning of Mayor Tobin's first administration, this deficit stood at $22,863,556.29. At the close of 1944, the deficit was approximately $7,900,000.

Uncollected Taxes — On December 31, 1937, delinquent taxes totalled $23,713,847.43. At the close of 1944 outstanding taxes totalled $13,850,763.27 but included in this amount was $4,640,603.61 representing taxes assessed during the past six years on the New Haven Road, payment of which has been held up under a Federal Court decision. Since the New Haven made a settlement in the latter part of 1944 with all other Massachusetts municipalities affected by this decision, it may be presumed that collection of the taxes ~~owned~~ by the Road to Boston will be possible this year. Since the accounts involved are all of prior years, any payment will serve to reduce the accumulated cash deficit of the City by an equal amount. owed

Current Operations — Appropriations for current maintenance in 1944 were $77,200,000 as against $80,700,000 in 1937. Reduction in debt charges accounted in the main for this decrease. Reduced welfare disbursements in the seven-year period were more than offset by the allowance of temporary compensation adjustments to employees because of increased living costs resulting from the war.

Tax Rate and Assessed Valuations —The 1944 tax rate of $39.90 per thousand valuation represented an increase of $1.20 over the 1937 rate. This increase occurred despite the fact that the total amount to be raised by taxation in 1944 was three and one-half million less than the 1937 tax levy. In passing, it should be noted that the 1944 tax levy was the lowest since 1929 when the tax rate was $28. When tax rates rise in the face of a reduction in the tax levy there can be only one explanation—falling assessed valuations. To gain a true picture of what has been happening in Boston in the matter of assessed valuation, it is necessary to go back to 1930 when the peak valuation total in the City's history was reached. In this fourteen-year period, Boston's valuations have shrunk $530,139,800 or a reduction of 26.9% from the 1930 peak of, roughly, two billion dollars. This reduction in itself has caused a $10.50 increase in the tax rate.

Between the two classes of property making up the valuation total, real estate valuations have been reduced 28% within the period and personal property 12%. At the beginning of the period, 56.7% of the real property valuations was located in the three downtown wards, but at the present time, this area contains 48.6% of the total real valuations. During the fourteen-year period a reduction of 38.3% has occurred in real valuations in this central area; whereas, a reduction of 14.6% has occurred in the remaining nineteen wards. In terms of the tax levy, downtown property in 1944 was called upon to contribute to the City Treasury $6,500,000 less than in 1930 despite a $9.10 increase in the tax rate; whereas properties in the other nineteen wards were taxed $2,500,000 more than in 1930.

In the light of the record of the past fourteen years, it would be pleasing to be able to report that the bottom has been reached in the matter of falling valuations. To make such an assertion, however, would be to fly in the face of Appellate Tax Board statistics and recorded sales. Under Massachusetts law taxpayers aggrieved by assessments levied by local assessors may petition the State Appellate Tax Board for a review and determination of questioned assessments. During the fiscal year of this Board ending June 30, 1944, decisions were handed down on 840 Boston cases and the abatements granted in these cases averaged 23.2%. On June 30, 1944, there were pending before the Board 10,021 appeals, 80% of which related to Boston real estate. In addition to this record, an analysis prepared by the Boston Real Estate Board of sales of real estate in the City during the first nine months of 1944 shows 3,196 transfers with the sales price representing 70% of 1944 assessed valuations.

Whether the policy of "gradual retreat" pursued by the City during the past fourteen years in the matter of assessed valuations can be continued indefinitely is a moot question. With the end of the war probable within a year and the economic repercussions which are certain to follow, it would seem likely that the chief executive selected at next November's election will be faced with the necessity of working out a more immediate solution of the problem. What lines of action are likely in this respect? In my opinion, the following four-point program will be necessary: Re-organization of assessing methods and procedure, retrenchment of operating costs wherever possible, an expanded grant-in-aid policy by the State and some form of integration of the municipalities in the Metropolitan area. The first two lines of action suggested can be pursued internationally, but the last two naturally involve outside co-operation and assistance. Their inclusion in the suggested program is predicated on the belief that Boston's present problem is not entirely of its own making and that the welfare of the surroundnig area, as well as of the State, is virtually involved in its solution. I shall have more to say on this point a little later.

internally

vitally

Summing up the developments of the past seven years, it may be said that the debt structure of the City has been materially improved and strengthened, and that full advantage of wartime prosperity has been realized. Adequate correction of the program involved in the City's shrinking tax base has not been accomplished, however, and vigorous action in this respect will undoubtedly be necessary in the near future.

I have spoken previously of the necessity for State co-operation and support in the amelioration of certain of Boston's problems. In this respect, the following passage from Governor Tobin's inaugural would appear to presage happy possibilities:

> "A proper regard for the equitable treatment of cities and towns in their relations with the parent government is a fitting matter for our deliberation, our study and our action. It is, therefore, incumbent upon us to give full and realistic recognition to the changed conditions which have affected these relations."

Following this statement, the Governor suggested these matters for consideration:

Abolition of the State Tax on municipalities.

Authorization of local debt equalization measures.

Constitutional convention to reform State Tax structure.

Creation of a Boston Port Authority with adequate powers to provide for the full development of Boston Harbor.

Speed major airport for Boston.

Encourage private capital to do needed slum clearance.

Removal of existing settlement requirements in the granting of relief and provision for greater participation by the State in the financing of relief disbursements.

Creation of Metropolitan authorities in certain areas within the State.

In his budget message presented to the Legislature last week, Governor Tobin recommended elimination of the State Tax for this year and next. Let us hope this is a happy augury that definite recommendations on the balance of his State-Local relationship program will follow in due course.

The Strayer School Survey Report

Numbered among the departments of the City is the Finance Commission headed by a paid Chairman and four members who serve without pay. The Commissioners are appointed by the Governor, but all expenses of the Commissioin are paid by the City. It is the duty of the Commission "to investigate any and all matters relating to appropriations, loans, expenditures, accounts, and methods of administration affecting the City, or any department thereof, that may appear to the Commission to require investigation." The Commission is required to make an annual report in January of each year to the State Legislature and it may, from time to time, submit reports to the Mayor, City Council, the Governor or Legislature.

Two years ago in its annual report, the Commission commented at length on the existing situation in regard to public education in the City and suggested the time was appropriate for a survey of the administration of the public schools. It pointed out that despite the fact the number of pupils in the school system was approximately thirty thousand less than in 1937, the cost of maintenance of public education in the City had remained more or less stationary for many years, and that from figures compiled by the United States Department of Education it appeared the cost of education per pupil in the City schools was higher than in comparable large cities in the country.

In October of 1943, the Commission adopted a set of formal resolutions providing for the conduct of a general survey of the school system and requested the Mayor to make available an appropriation of $75,000 for the study. This appropriation was voted by the City Council and approved by the Mayor on January 25, 1944, and ten days later the Commission made a contract with Dr. George D. Strayer, Professor Emeritus of Education at the Teachers College, Columbia University, to supervise and conduct the general survey.

Dr. Strayer and his twenty-six associates, recruited from all parts of the country, spent, roughly, five months in an intensive field survey of school activities. After reviewing the findings and recommendations resulting from this field work, Dr. Strayer submitted last October a report covering, roughly, 1100 printed pages. In general, emphasis in the report is placed on faulty organization of the school system and a lack of progress in adopting accepted contacts

business standards. In this latter respect, the report states: "There is apparently a fairly general satisfaction with procedures which have become habitual, are never questioned, and which occasionally are added to but never discarded for new and better ones." It is claimed that elimination and correction of the defects specifically enumerated will result in an annual reduction of nearly $1,250,000 in operating expenses for Boston schools. This is, roughly, 7% of the annual expenditures of the School Department.

Over and beyond its findings and recommendations concerning the School Department, the Strayer Report has aroused curiosity in certain circles as to whether some of the specific comments and criticisms in the report may not have general application with relation to the operating structure of the City itself. The school survey may well prove to be the forerunner of a searching analysis of our overall organization. Would such a happening be beneficial to the City? Speaking frankly, I would answer this question in the affirmative.

It must be remembered that our City Charter was enacted 36 years ago when the municipal service program was administered with appropriations totalling $23,000,000. In 1944, the current obligations and activities of the City required appropriations totalling $77,200,000. In the absence of any material alteration or change in our City Charter, the substantial growth and expansion evidenced by these figures has been of a mushroom type. The departmental structure of the City today consists of a multiplicity of departments, fifty or more in number, operating more or less independently of each other, because of the lack or absence of any functional grouping or relationship. Our present scattered pattern of operation makes executive control difficult and complex since a Mayor's contracts and directives must embrace such a wide range of administrative units. Advanced standards of municipal organization emphasize the desirability and economy of grouping departments into functional units and providing for central control of all staff activities within the same unit. It is almost axiomatic that a limited number of administrative units facilitates coordination and supervision of the whole.

The lack of unification and coordination which is evident in the departmental organization of the City is also to be found in the payroll structure. Our departments, exclusive of schools and the county, employ the services of, roughly, 12,000 employees. In the absence of any comprehensive compensation and classification plan, the fixing of employees' salaries and wages results largely from a "meeting of the minds" between the Mayor and his individual department heads. Lacking the guidance and protection afforded by a well-ordered and equitably regulated compensation plan, it is admittedly impossible for any chief executive to control effectively and efficiently the payroll structure of a corporation the size of Boston.

While on the subject of control, reference can be made to the adoption of the annual budget. Under our present City Charter, the Mayor is required to submit this document to the Council not later than the first Monday in February. Adoption of the budget by the Council must occur not later than the first Monday in April or the recommendations submitted by the Mayor become effective. Under this arrangement, one-quarter of the fiscal year has elapsed before effective control over departmental expenditures can be established. Revision of the Charter to permit adoption of the budget on or before the beginning of the fiscal year would appear to be a desirable step.

Under State law, the tax rate must be declared by June 15. Taxes are due and payable in two installments —July 1 and October 1—but since penalty interest for non-payment of taxes is not effective until November first, the bulk of municipal property taxes is not collected until, roughly, 5/6 of the fiscal year has elapsed. Under such a tax calendar, Boston must naturally finance its operating activities during the major portion of the year through the medium of tax anticipation notes. I trust you will not accuse me of lese majesty if I suggest this situation merits consideration.

This brief discussion of four current operational phases will serve, I believe, to indicate the basis of my attitude previously expressed. The process of streamlining which has produced such outstanding results in the designing and production of instruments of war is certainly worthy of consideration in a municipal corporation whose framework of government has remained practically unchanged over a period of almost four decades. I trust you will not infer from this statement that our organizational structure in Boston is creaking at the hinges and about to fall apart Not at all! In any organization, loyal, capable and conscientious officials and employees will make any system operate. The spirit and problems of the times, however, require that the traditions of the past must be modified and adapted to meet the revolutionary changes which have occurred and are occurring every day in every phase of human endeavor.

The Boston Contest

Early last year announcement was made by Boston University that, acting on a request by the Boston Society of Architects, it had agreed to conduct as "a significant educational program" a contest to develop citizen interest and citizen participation in a forward-looking and practical master program designed to promote the sound growth and prosperity of the Metropolitan Boston area. Under the rules of the contest, each entrant was required to submit on or before June 19, 1944 a manuscript of not more than 15,000 words dealing with a prescribed outline containing eleven subjects.

In the announcement, emphasis was placed on the fact that correlation of these eleven subjects into a single overall program would be considered as the most important feature of the reports to be submitted. Contestants were also requested to outline definite procedures for the adoption and carrying through of the policies and measures recommended. When the contest closed, reports submitted by 90 contestants were turned over to the judges for review. In a number of instances, the reports represented the combined thought and experience of a number of individuals who worked as a team.

On the third anniversary eve of Pearl Harbor, the announcement of awards was made at a public meeting in historic Faneuil Hall. The first prize of $5,000 was awarded to a team of six Harvard Professors headed by Carl J. Friedrich, Professor of Government at the University. The second prize of $2,000 was won by a team of seven prominent business men headed by Henry I. Harriman, Vice-Chairman of the New England Power Association and former President of the U. S. Chamber of Commerce. A special third prize of $100 was awarded to a team of eleven

Boston University faculty members and "honorable mention" awards of $100 were made to nine individuals for specific meritorious suggestions.

The prize winning report suggested a federation of all the town and city governments in Greater Boston to be known as the Boston Metropolitan Authority which would take over the present functions of all district commissions under a standard city management form of political and municipal corporation. In addition to the Authority, which would be chosen on the basis of proportional representation from all communities, there would be a large number of assisting committees, both official and advisory, the latter to be drawn from civic, business and educational groups active in the local communities' spheres. The executive phase of the Authority would be centered in a single business head to be selected on the basis of open competition with an unlimited tenure of office. The second prize winning report proposed a Metropolitan District Council having two branches—an assembly of 65 members drawn from the co-operating communities and an executive council of seven members.

What financial significance can be attached to the results of the Boston Contest? In my opinion, it is the fact that whereas the reports submitted varied greatly in the specific proposals advanced, there was considerable unanimity of opinion on the proposition that the soundness or weakness of the central core of the region, Boston proper, should be the concern of the whole area. As one report pointed out, "proud as the outlying communities are of their autonomy, they are inescapably linked in with the commercial enterprises of the central city and make their livings to a large extent in the prosperity of the central core."

It is true, of course, that this finding or conclusion can hardly be termed a discovery. The same thought has been expressed many times in the past by various speakers and writers. Former Governor Saltonstall in his inaugural message of 1941 said, among other things:

> "We must make certain that Boston is financially able to provide the services of government in order that it may continue to be the breadbasket and provide jobs for almost 70% of our people."

In the past, however, statements of this character have fallen on deaf ears, since as pointed out by one writer on the subject, the attitude of suburban sections toward what is taking place in the area from which they draw their livelihood is best shown in a caricature by Low, where he pictures the democracies adrift in violent seas of the Munich era. At one end of the craft the weaker nations were trying to bail out the boat and plug the leaks. Huddled at the other end were the strong powers. "How fortunate," they agreed among themselves, "the leaks are not at our end of the boat." The heartening feature of the emergence of this subject in the Boston Contest is to be found in the fact that a large number of the contestants, after a highly intelligent and wholly impartial appraisal of communal conditions and statistics, advanced it as the primary problem for consideration and correction.

Boston, like every other great urban center in the country, has suffered from the workings of decentralization. The migration of wealth and population from the city to its suburbs, first officially disclosed in the 1940 census figures, has left behind a municipality fully manned and serviced but with increasingly fewer people to support it. This common phase of decentralization has been aggravated and expanded, however, in the case of Boston, first by the fact its population is lower in proportion to the Metropolitan total than in any similar area, and second, by the fact its suburbs are separate political entities whose residents make no direct contribution to the support of Boston government. In New York, while Manhattan has undoubtedly suffered from decentralization, other boroughs of the City have benefited so that the City as a whole has not been injured to the extent of Boston. Chicago, because of a number of annexations in earlier years, has enough subdivided and improved lots within its corporate limits to house twice its present population. Boston, because of its small area and relative density of buildings, lacks such a cushion to absorb movements from the central city. While the evil effects of decentralization have been slowed since the beginning of the war, it is only natural to expect that the return of normal conditions will give new impetus to the movement since it is a natural peacetime urge to migrate from congested areas and antiquated quarters to the open spaces and modern homes available in suburban areas.

From a Metropolitan point of view, however, decentralization is not Boston's problem alone. It is evident from 1940 census figures that the greatest population development in the Metropolitan area has occurred to the west, southwest and south of the central city. When we turn our gaze to the north, however, we find municipalities contiguous to Boston, namely, Cambridge, Somerville, Chelsea, Everett and Revere, showing even greater proportionate population losses than the central city. The combined population of Boston and these five cities is, roughly, one-half of the population of the Metropolitan area. Moreover, the section embraced by these six communities constitutes the principal industrial and commercial district of the area. From a long-range point of view, the remaining predominately residential communities can ill afford to ignore the decentralization difficulties of the wealth-producing section of the area. Decentralization in the Boston area is a metropolitan problem and as suggested by a large number of contestants in the Boston Contest, can only be solved by united and unselfish community action.

Greater Boston Development Committee

Three weeks ago, public announcement was made of the formation of the Greater Boston Development Committee consisting of 148 men and women in Greater Boston who have achieved leadership in municipal government, education, business, religion and labor. The announcement disclosed that the Committee had adopted the slogan "Action Today to Achieve the Boston of Tomorrow," and set forth the purposes of the group as follows:

1. To promote united effort and action in carrying out projects for the further development of Boston as a desirable place in which to live and do business.
2. To give support to the various planning boards, special legislative commissions, and other agencies in making effective their recommended projects for the improvement of Boston.
3. To act as an instrument in bringing projects designated to benefit Boston to the attention of the public.
4. To act as a medium for the exchange of ideas on means to improve the status of Boston as a civic, business and home center.

The Committee will be financed by contributions and the statement was made that many already have been promised by organizations and private individuals. Charles Francis Adams is to be the Treasurer of the group and the Chairman is Jay R. Benton, former State Attorney-General and President of the Boston Mutual Life Insurance Co. A significant statement in the announcement was that the Committee will serve as a permanent organization for the following-up of plans submitted in the Boston Contest.

The week following the announcement of the formation of this Committee, it filed for consideration by this year's Legislature a bill providing for the formation of a Boston Port Authority, similar in set-up to the New York Port Authority, with power to issue bonds to the extent of fifteen million dollars for the development and rehabilitation of Boston Harbor and marine facilities. It is indicated that similar proposals are to be made to deal with such subjects as airport expansion, transportation, traffic and housing.

What significance may be attached to the organizatioin of this Committee? If its initial action is any criterion as to what may follow in the immediate future, it would appear that at long last Boston's problems are to be treated in a virile and positive manner. For years the desirability of developing port and harbor facilities, improving traffic and transportation media and establishing a federation of municipalities within the area have been discussed by well-intentioned individuals and organizations. Unfortunately, this type of consideration has already even moved beyond the debate and report phase. As stated editorially by one of the leading newspapers of the City, "Bostonians have not been noted for aggressive measures in furthering local material interests."

hardly ever <-

Certainly no more fitting project could be selected for initial action than the improvement and betterment of the Port of Boston. Boston Harbor is naturally the greatest asset and resource the area possesses. With the piers, warehouses and docks constructed by the Government for embarkatioin purposes and with the largest drydock in the country, with a well-equipped repair shop and exceptionally well-equipped marine shop adjoining the drydock, Boston has marine facilities available for all types of large supercargo and passenger vessels. There is ample space available along the East Boston section of the water front together with Atlantic Avenue to supplement existing facilities with a modern system of docks and wharves. There can be no question but what through intelligent planning and vigorous action it will be possible to restore the commercial life of the area through development of Boston's maritime business. A natural complement to port development is the expansion of the Boston airport, or, as it is now called, the Logan Airport. The rebuilding of the devastated areas on the other side of the water after the war, will involve both water and air transportation. Both in relation to the city and foreign ports, our airport is the most accessible one in the country. Its expansion and development should be undertaken on a vigorous and major scale. The advance announcement of the Greater Boston Development Committee would seem to indicate a serious and determined intention to go forward in this manner.

Conclusion

Having presented various symptoms in the economic and political life of Boston through the medium of a discussion of four news items, perhaps it would be appropriate to close my remarks with a diagnosis of the economic status and prospects of Boston.

As the center of a great Metropolitan area, Boston has attempted over a long span of years to maintain the appearance and activities of a city with a far greater income and population. For the good of the entire area, it has had no other choice. Old in years, small in area and with a shrinking population, the central city has suffered in direct ratio to the growth and prosperity of the surrounding communities. Because of an outmoded tax structure which compels real estate to carry an unfair share of the cost of government, because of past political antagonisms between State and city, because of heavy relief disbursements, because of the forced assumption of Metropolitan district, elevated and county costs and because the appeals of the city for relief and help have long been ignored, Boston today is confronted with the responsibility of providing for mandatory and fixed expenses in the face of insufficient and relatively static income.

For years the danger signals have been flying, but whatever may be the main cause—lack of co-operation between State and city officials or lack of confidence by surrounding communities in the administration of Boston affairs—the fact remains that Boston has been permitted "to stew in its own juice" with little or no thought given to the proposition that the city, as the commercial center of the Commonwealth, and in fact, the New England section of the nation, could not, in and of itself, maintain its character as a Metropolitan center without help and assistance of the communities which depend for their prosperity on the continuance of the central city and which would wither away if the central city lost its identity.

For the first time in many years, however, it appears as though the spotlight of public attention has been focused directly on the principal weak spot in Boston's armor. Certainly the four news items we have discussed would appear to indicate a strong possibility of a resurgence of community interest in the problems which have beset Boston for so many years. If, as suggested by the Chairman of the Greater Boston Development Committee at a recent luncheon, the time has arrived for "less talk and more action for Boston" then we can face the post-war era with confidence that whatever economic disturbances may develop will be met by united and vigorous community action. In the world of sport, it is a by-word that "the best defense is a good offense." Are we not justified in assuming from recent happenings in Boston that the development of a good offense is under way?

QUESTION: I would like to ask a question with regard to the Boston Real Estate Board figures. Are those property sales? Have you information as to the extent to which those figures include what you might call distress sales of one kind or another?

MR. FOX: No, I have not. Those sales figures, I think, were estimated from the stamps that were put on the transfers at the Registry of Deeds, but I haven't any idea as to the amount of distressed merchandise included.

QUESTION: Could I ask Mr. Fox about capital expenditures in Boston? Is there a capital budget? Would you guess the dollar amount in the next five years or so?

MR. FOX: We have no capital budget in our financial position. Our City Planning Board has been working on a post-war capital budget which, I believe, has a total of twenty million dollars in projects, twelve million of which are to be financed by bond issues and eight million from available revenues. That is a five-year program after the termination of the war.

QUESTION: Mr. Fox, wouldn't you say that is a very modest program in relation to what other cities are doing today?

MR. FOX: Yes, I would say it is, but I think we must be "modest" in Boston in spending money. [Laughter and applause]

QUESTION: Those 12 million-dollar bonds, how will they be supported? Will they be general obligations?

MR. FOX: General obligations.

QUESTION: Mr. Chairman, it may already be in the Boston report or in the other statistics, but about how far out will the metropolitan district go in the present plans, and what most distant town or city will be included?

MR. FOX: I should say twelve miles from the State House. That would include Dover, which I think is the smallest town in the area, and would swing down toward Lynn on the North Shore. On the South Shore it would include Quincy.

QUESTION: Would that bring in most or all of the Newtons?

MR. FOX: Yes, it would go beyond the Newtons, on to Wellesley and Weston.

QUESTION, Mr. President, supplementing the previous question, may I ask this: Does the local definition of the metropolitan area agree with that at the Federal Census Bureau? If it does, we have an exact statement available for inspection as to just what communities are in it.

MR. FOX: I think it does agree. I know in the Boston Contest they had a prospectus which was issued. It had a map showing a circle including the entire area. If I remember rightly, there was a statement under the map that it had been developed in line with the Census Bureau's definition.

The publication of this address is not necessarily an indication, in any sense, that The Municipal Forum endorses or disapproves the ideas expressed by the speaker, nor is it responsible for the accuracy of the statements made by him. The publication is made solely for the convenience and information of Forum members and others who may be interested.

1938
NEW·AMSTERDAM·1626

LONDON, Feb. 1 (AP)—The Russians with their fast-paced tanks and infantry have smashed to the banks of the Oder northwest of Kustrin at a point about 39 miles or closer from Berlin, the German high command announced today.

Thursday, February, 1st 1945

Slept late - this another cold day - Orange juice - oatmeal - Fried eggs & Bacon - toast - Iced coffee - to town all the way on the cars - Office - Work - over to the Bank to take out 1½ millions of govts. to the Chamber of Commerce to sign 166 letters to Boston Committee - Out to lunch at 12.30 with Everett Lane - to the County Plate - Broiled Schrod - Peas - Cabbage - Roll - Iced Coffee - Tangerine - to Jordans to leave film - Back to the Office - Corrected copy for our advts in insurance papers. Left at 4.45 with Moody, Mansfield, & Leary. To Allston - then home. Girls out Frances cooking. Finan Haddie. To bed early.

Mary received from Jim today a Captured German Banner.

Thursday, February 1, 1945

WAR BULLETINS

Russians Rapidly Near Berlin

Berlin, once a far distant target of the Allied armies, is now less than 69 miles from the Russian battlelines.

The Paris radio reports that the rumble of big guns to the east now can be heard in the threatened Nazi capital.

Friday, February 2, 1945

WAR BULLETINS

Russians 40 Miles From Berlin

The Russian flood tide has rolled to less than 40 miles of Berlin, while miles behind the front, the important German-held city of Torun fell.

Friday, February 2nd 1945

Up at 7.45 - Breakfast - orange juice - oatmeal - Scrambled eggs Kippered Herring. toast - Iced Coffee - to Town all the way on the cars. Office - Work - to the Bank with Lane and Skinner - to take out 200 m Govts - Office - at 12 - To Chamber of Commerce to sign Boston Committee letters - to the Parker House to attend Red Cross luncheon meeting run by Bayard Tuckerman + Filet of Cod - Lobster Sauce - Peas - Roll - Milk - Tangerine Office. Over to the Bank again to take in Federal Land Bank notes - Office - Called up Presidents of Life companies and got red cross chairmen lined up - Left at 4.50 with Moody, Mansfield, & Leary, - to Allston - then home. Little Living Room. Dinner - Potato Soup -

To Bed early +

SEMPER FIDELIS
U.S. MARINE CORPS

February 2, 1945

Dear Mom and Dad,

The sun came out beutifully, late this afternoon to everyones satisfaction. It looks like a fine weekend ahead. We have a great deal of work on Saturday and Sunday but as long as it isn't raining it won't be so bad to work. This morning I was up at five to open up the station and it was pouring out. Now the mountains are all cleared of their storm clouds and everything is nice.

Did you ever recover the film of all those games, Dad? I hope so because it's priceless to me. I'm going to run them all off over and over again when I come home. It won't be for a very long time but you can never tell. Anyway, you'll never have to ask me twice to run off movies for you. Or put out the barrels or anything.

I have three more rolls of 620 film for you, Dad. I've had them in my locker quite a while but I'll get them off to you soon. In fact, I'll put them in Mothers birthday present.

My old bunch of pals in 512 are going aboard a Carrier. They were a really swell bunch of men and I miss them a lot.

Movies don't change each day now so I'll be able to write more than I have been lately. Guess what the topic of conversation is now! — Burlesque! From The Old Howard to Los Angeles finest. I'll take the Lancaster Fair any day.

Love,
Peter

BAYARD TUCKERMAN, JR.
ROBERT T FORREST

ARTHUR J ANDERSON

TELEPHONE LAFAYETTE 5700

ROBERT J DUNKLE, JR
JULIUS F HALLER

O'BRION, RUSSELL & CO.

REPRESENTING
MATHER & COMPANY

INSURANCE
108 WATER STREET
BOSTON

NEW YORK OFFICE
111 BROADWAY

January 23, 1945

JAN 24 [illegible]

Attended

Jay R. Benton, Esq.,
Boston Mutual Life Ins. Co.,
160 Congress Street,
Boston, 10, Massachusetts

Dear Jay:

It was very nice of you to take the Chairmanship of the Life Companies (Home Offices) Group for the coming Red Cross Drive.

Arthur Cronin and I will certainly try to help in every way and I know that you will feel free to call on me at any time. We thought of getting things started at a luncheon at the Parker House on Friday, February 2nd, at 12:45 and I have reserved a private dining room in my name.

I know you will do your very best to attend and I would appreciate it if you would let me know sometime before that date.

Looking forward to seeing you, I am

Faithfully,

Bayard

BT-B

THE SOUTH END BOYS' CLUB
1500 Washington Street
Boston 18, Massachusetts

Dear Mr. Benton:

At the request of Mr. Andrew Seiler, president of the South End Boys' Club Administrative Committee, I have arranged for a luncheon meetong of the Committee to be held on Friday, February 2 at the Parker House at 12:30 p.m. At this meeting we would like to report on the progress of Area Council #1 of Boys' Clubs of America of which we are a member, discuss Open House plans for March, and introduce Mr. Tom Craighead, Field Representative of Boys' Clubs of America who will talk about the outstanding programs of other boys' clubs throughout the country and also services offered to clubs by Boys' Clubs of America. This is a very important meeting and we do hope you will plan to be present.

W. Douglas Halsted, Man. Dir.

Had to pass this up.

Guildhall

Mrs. E. E. Stevens spent part of the week in Montpelier as guest of her husband, Sen. E. E. Stevens.

WAR BULLETINS

Squeezing Germany On East And West

The Russian drive before Berlin is halted temporarily on the banks of the Oder River, the last natural defense line before the German capital.

Saturday, February 3rd 1945

One of those restless nights - and working and reading from 1.30 to 4 A.M. Then slept to 6.30 Frances down for a snuggle. Jane brought up my breakfast at 8.30 - Orange juice - oatmeal - dropped eggs on toast - Bacon - Iced Coffee - Read and did this and that until 10.30 - then up and shaved - to Cushing Square to get a couple of "Citizens" and a Birthday card for Hannah - then to call on Mother at 11 Oak Avenue + at 12.30 Frances + I drove down to the Square - Parked the car in the Church St. Garage. across the Street to the Bella Vista - first time there after its being rebuilt after the fire - had an excellent luncheon. Minestrone Breaded Veal Cutlet. String Beans - French. Bread. milk - to the University - a fine film of the 8th Army Air Force ([illegible]) operating out of England. & a March of Time film - also "Mrs Parkington" with Greer Garson & Walter Pigeon - Home - Little Living Room. Dinner.

Mary out again - dinner & the movies - and home at 1.

Manila has been liberated.

Flying Yank columns drove into the heart of the Philippines capital yesterday, and although Gen. MacArthur's communique said only that the city had been entered, President Roosevelt, in a special message to President Sergio Osmena, hailed the city's "liberation."

Father passed on 21 years ago today.

Sunday, February 4th 1945 X

Slept late. 6.45 - read papers -
Jane brought up my breakfast at
8.30 Orange juice - oatmeal. Scrambled
eggs + sausages - a strip of Bacon -
Rolls - Iced Coffee - Read the Sunday
papers - up at 10.15 + Over to see
Mother at 11 Oak Avenue + Back
to the house. Frances, John, & Mary
& I over to the Rogers until 2.30
Home + Sunday Dinner. Roast
Leg of Lamb - Corn on the Cob -
(Birdseye) Rested all the rest
of the day. For supper Onion Soup -
Fruit Cup +

Sgt. Peter J. Benton
[redacted] SMS-51 MCAS
Mojave, California

U.S.
FEB 5
10 AM

AIR 8 MAIL
CENTS
UNITED STATES OF AMERICA

SEMPER FIDELIS
U.S. MARINE CORPS

February 4, 1945

Dear Mom and Dad,

It hasn't been a Sunday of unusual activity for me. The same old hour of my Church. We did have a good sermon today. The chaplain comes from Maine and on Christmas Eve I asked him if he'd like me to serve mass. He asked if I could handle Benediction after mass and I said, yes sir! Then he came out with one of those traditional Irish expressions like - Glory Be, you're from heaven.

This week I wrote to everyone in the family and I'll do Jeanne and Jim tomorrow. It seems funny to think of Nicky so close to where I was just a year ago.

My locker is just packed with fruit. It really is pleantiful out here. That's the best part of the whole meal.

I'll have your birthday present on it's way to you tomorrow, Mom. Even if it is a little late you can have the fun of knowing it will soon arrive. The Baby's birthday will be close to yours and we'll have a big party in that month, too, after all this is cleared up.

Love,
Peter

Sgt. Peter J. Benton
[redacted]-51 MCAS
Mojave, California

U. S. NAVY
FEB 5
10 AM
1945

AIR 8 MAIL
CENTS
UNITED STATES OF AMERICA

Mr. and Mrs. Jay R. Benton
3 Pequossette Road
Belmont, Massachusetts

PAR AVION
AIRMAIL
CORREO AEREO

UNITED STATES ARMY

Sunday
Feb 4, 1944

Dear Mom and Dad;

Here it is another week gone by — my! But times flys very quickly here —

Tonight I'm going up to the service club with 3 buddies, Eddie Battles, Gordon Bennett, and Frank Downey — did I tell you that Eddie put in the linoleum for Boston Mutual's first floor — at least he thinks so. It was either 50 or 60 Congress street. — Could this be correct? —

I've received 44 letters since I've been here — some record I've made, I guess — thanks to you.

I am now writing with the new pen you sent me, dad — it's the nuts! Thanks a lot. Thanks also for the sugar candy, mom — It hit the spot. All the newspapers you subscribed to are coming, also [illegible] —

Chow is very good, indeed. I always go to the service club with some fellows on Sunday nite, however — mainly because it's nice to drink out of a glass and have a napkin, for a change — !

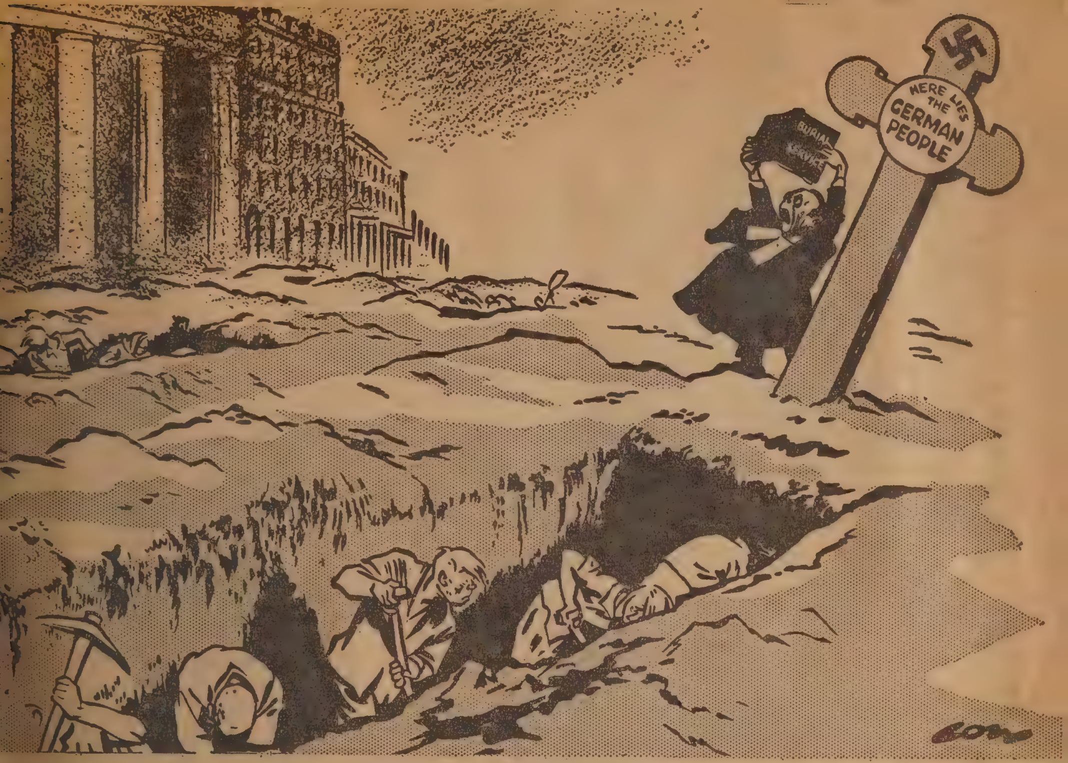
I've had 4 shots since I've been here — two yesterday — my arms are still a little sore — but a few of tomorrows physical exercises will fix ~~that~~. !! hurray!

Did I tell you I met Johnny Barry — Philip "Philadelphia Story" Barry's so knew him from Exeter —

Love, Nick

THE NEW YORK TIMES, SUNDAY, FEBRUARY 4, 1945.

"TRENCHES BEFORE BERLIN"


HERE LIES THE GERMAN PEOPLE
BURIAL SERVICE
Low

Low © All Countries

Black Days for Hitler

Last week was the blackest week in the Germans' five and a half years of war, the blackest in twelve years under the Nazi swastika.

Berlin—the Reich's capital, Europe's second city and greatest rail center, blasted by months of bombing from the west, yesterday receiving its greatest attack, by 1,000 Flying Fortresses—could now hear the rumble of enemy guns in the east.

Russian armies, sweeping across the Polish frontier into Brandenburg, Pomerania and Silesia were only thirty-odd miles from Berlin. The Oder was a doubtful barrier.

Along the Westwall Allied armies were striking anew into German defenses, probing toward the Rhine barrier to central Germany, as the Wehrmacht showed signs of shifting its strength to meet the Russian danger.

Within the Reich, between the jaws of a great vise squeezing Germany as it had never been squeezed in history, the people awaited the next move—counter-blow or further retreat. Refugees were pouring in toward the center from both east and west. They reportedly numbered in the millions and there was little to be done for them. All Germany was on its shortest rations in three years, because the farmlands of France, the Balkans and the Ukraine had been wrested away.

The winter was the worst in fifty years and fuel of all kinds was at lowest ebb, because miners had been conscripted, railroads bombed, canal locks destroyed and Silesia invaded. There was a drastic shortage of normal housing, no emergency housing; in Berlin the refugees slept in railroad terminals, subways, huddled in the streets around bonfires.

Monday, February 5th 1945 —
This is Hannah's 46th Birthday +
It was snowing again last night —
and the trees and ground were extra
3 inches of white this morning + Frances
is in Bed with a cold this morning and so
not to Red Cross + I to Town all the way
on the cars + talking with Walter Adler
Sr. about his boys and mine —
Office – Work + Sent bundles of papers
to David, Peter, & Nicholas – at 11, over to the
State Street Trust Co. Annual check-up
on securities of the Waverley Cooperative
Bank by the Bank Commissioner's Office +
to Leritano's Barber Shop – a haircut &
shampoo + Office – out to lunch at
12.30 with Everett Lane – to Steuben's +
Consommé – Breaded Pork Cutlet – Spinach –
Roll Coffee Tangerine + to Liggetts for
medicine – to Jordan's for Photo
prints – to Woolworth's for loose leaf
binder Office – Work – Left at
4.45 with Woody Mansfield —
to Allston – a stop at Griffins —
Home. Frances still in bed —

I had a hot tub Bath – at 6.35
Dinner with John & Mary –
Potato Soup. Cold Sliced roast
Lamb – French Fried Potatoes –
Spinach – Rolls – Milk – Banana
Shortcake. Upstairs at 7.10 +

My diary entry, Feb. 5, 1901
" Big storm. Fire at Hill Crossing.
Did not go. Went to school.
B.A.A. Fooled Charlie in bed
with the double runner bell."

Feb. 6, 1901
" Went to the Brookline Tank
with Dabney, Dana, Welch,
Crozier, and Chas"
Feb. 7, 1901
" Fell down and hurt my
hand and knee. Did not go
to B.A.A. Mamma bought a picture
for our room".
Feb. 8, 1901
" Went to dentist's.
Received report. Average 89.
Came home on 3.20"

Feb. 5, 1945

Dear Uncle Joy and Aunt Francis,

I wish to thank you both very much for the wonderful book, "Encyclopedia of Sports" you sent me. You really shouldn't have done this.

Today I started my last semester in high school which wasn't a particularly eventful one. After high school I will join your sons, my brother and all the other men in the service of this

great country.

I want to wish you both a very happy, victorious new year.

Love

Ben

TELEPHONE: WHITEHALL 4503.
TELEGRAMS: EXCELLETH, PICCY, LONDON.

CAVENDISH HOTEL,
81, JERMYN STREET,
ST. JAMES'S, S.W.1.

Tues.
6 Feb. '45

Dear Mom & Dad,

I returned to the camp on Saturday last and am now in London — taking one last look at the old town. Hope to pick up some much needed clothes, insignia etc. while I'm here and also look over a few sections of the city which I missed in the past.

I get such a kick out of seeing all these old and famous places! Hope, someday, to be able to bring Jeanne over here and show her all of it.

This hotel is owned and run b
a very interesting character, a Mrs.
- sort of a paramour of the nobility
fifty years ago. For some strange r
she took a liking to me (I spent a c
of days here four months ago) and
me a pre-assigned room for this
- really a godsend what with the w
crowded the way it is now.

It looks very much now like I w
be home in time for Sybie's bi
I feel very badly about it, to s
the least. Please send my Mrs. B.
of flowers and stuff in my name while she
the hospital. I'll reimburse you w
I get home. Sure do miss th
sweetheart of mine - and all m
family too - and I "ain't" k

Dearest love to all
Dav

Tuesday, February 6, 1945

WAR BULLETINS

Closing In On Berlin

Berlin reports that Nazi defenses in the east and west are straining under the impact of a new phase of the war against Germany, a phase designed to lay Berlin open to attack from all sides, east, west, north and south.

Tuesday, February 6th 1945

Air still cold. 12° at 7. Frances still in bed with her cold. Orange juice - wheat germ - Fried eggs + Bacon - toast - Iced Coffee - To town all the way on the cars - Work at the office to 12.30 - over to the Bank twice on many Bond transactions - to the Knocker Club - Broiled Tripe - Mustard Sauce - fried egg plant - roll - milk - Tangerine - Bayard Tuckerman gave me a Bottle of 7 year old Caldwell Rum - Back to the office - Real Estate - Left at 4.15 - talk with Ray Wilkins and Harold Hodgkinson on the way to David T. Montague's office in the Tremont Building. Meeting of the Nominating Committee of the Vermont Association. Chairman - Over at 5. Home all the way on the Cars. Frances still in Bed, John got my blue serge suit at Epstein's - Little Living Room. Dinner. Chicken Soup. Broilers - French Fried Potatoes - Cauliflower Hollandaise - Roll - Milk - Fruit Cup. Upstairs at 7.15 - to sleep early +

Wednesday, February 7, 1945

WAR BULLETINS

Russians Cross Oder As Yanks Break Siegfried Line

Germany's last defense line before Berlin has been broken.

Marshal Stalin announced that the First Ukrainian army had forced the Oder River southeast of Breslau and broken through German defenses in the area.

Wednesday, February 7th 1945
It is still is cold - Frances still sick
in Bed. John, also - for breakfast.
orange juice - wheat germ - Scrambled
Eggs + Sausages + Bacon - toast - Iced
Coffee. to Town all the way on the
cars + Office - Work - Over to the Bank
at 12.15 More Bond Transactions +
to Steuben's for lunch with Everett
Lane - + Chicken Soup with Barley +
Braised Breast of Lamb - Roll +
Coffee - Fruit Cup - Subway to the
Museum of Fine Arts - Presided
over the meetings of the Executive
Committee of the Greater Boston
Development Committee - a very
strenuous afternoon - after it was
over - looked over the Exhibits +
then Home all the way on the cars +
Little Living Room. Big News - Jim -
has been awarded a Bronze
Battle Star + Mary went down
to the Augusts - So I had dinner
all alone +
and then to Bed +

GREATER BOSTON DEVELOPMENT COMMITTEE

80 Federal Street, Boston 10, Massachusetts
Telephone Hancock 1250

Action Today to Achieve the Boston of Tomorrow

Chairman
Jay R. Benton

Vice Chairmen
Alden C. Brett
Frederick C. Church
H. D. Hodgkinson
William K. Jackson

Treasurer
Charles Francis Adams

Secretary
Charles E. Lee

January 31, 1945

Mr. Jay R. Benton
Boston Mutual Life Insurance Company
160 Congress Street
Boston 10, Massachusetts

Dear Mr. Benton:

Notice for February 7

At the Museum of Fine Arts the "Boston of Tomorrow" is currently depicted in an imaginative exhibition aptly titled "Greater Boston Looks Ahead."

Here can be seen realistic models and dramatic pictures of the completed International Airport, the future Boston Harbor, housing projects, super highways, beautiful parks, bridges and buildings.

The challenging display represents the combined efforts of the Metropolitan District Commission, state and federal agencies and important architects and planners.

It is an exhibition that all of our Committee should see. It comes at a most opportune time as we start out on our important undertakings. The Exhibition Committee has, therefore, arranged for Wednesday, February 7, as a special afternoon for us and will provide guides in the several galleries who will assist in explaining the exhibits.

A meeting of our Executive Committee will be held in the Lecture Hall at the Museum of Fine Arts at 2:30 P.M. and we hope very much that you will sit in with us and join the discussion. The "Greater Boston Looks Ahead" exhibition in the galleries will be open until five o'clock.

Yours very truly,

GREATER BOSTON DEVELOPMENT COMMITTEE

For the Executive Committee

Jay R. Benton

Jay R. Benton, Chairman

GREATER BOSTON DEVELOPMENT COMMITTEE

80 Federal Street, Boston 10, Massachusetts
Telephone Hancock 1250

February 2, 1945

To the Members of the
Executive Committee:

There will be an important meeting of the Executive Committee in the Lecture Hall at the Museum of Fine Arts next Wednesday, February 7, at 2:30 P.M.

It is necessary that the Committee as a whole pass on several important matters that have come up since our last meeting on January 5. Your prompt attendance is requested.

Yours very truly,

Jay R. Benton

Jay R. Benton, Chairman

Charles E. Lee

Charles E. Lee, Secretary

STATE STREET TRUST COMPANY
BOSTON MASSACHUSETTS

CHARLES F. ADAMS
CHAIRMAN OF THE BOARD

February 5th, 1945.

Jay R. Benton, Esq., Chairman,
Greater Boston Development Committee,
80 Federal Street,
Boston 10, Massachusetts.

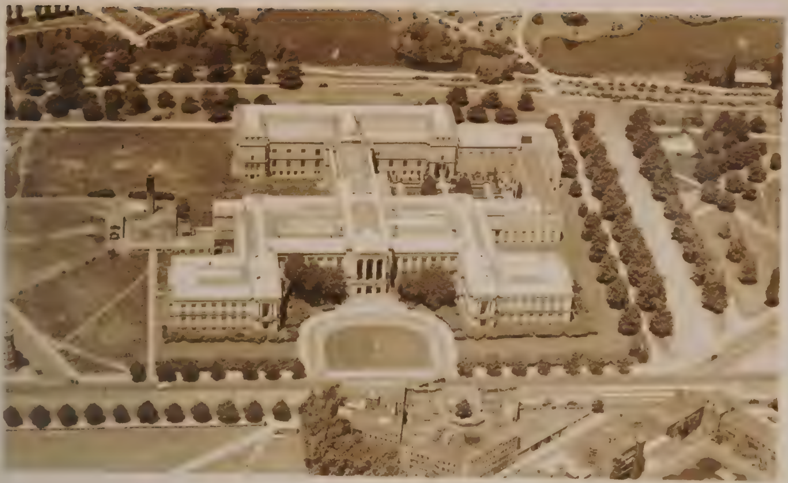
My dear Jay:

Sorry that I shall be in New York Wednesday, the 7th, and cannot be at the meeting of our Committee that day.

Sincerely yours,
C F Adams

CFA:W

2-7-45



630. MUSEUM OF FINE ARTS, BOSTON, MASS.

2-7-45

Christian Science Monitor

Airport-Legislative Groups Appointed In Boston Plans

Airport and legislative committees have been appointed by the Greater Boston Development Committee, it has been disclosed.

Formation of the committees was concluded yesterday at a meeting of the Committee at the Boston Museum of Fine Arts. After the meeting the group inspected the "Greater Boston Looks Ahead" exhibit on display at the Museum. It also was voted at the meeting to incorporate the Development Committee.

The aviation committee, named by Jay R. Benton, General Chairman of the Development Committee, includes Ralph Eastman, Chairman of the Aviation Committee of the Boston Chamber of Commerce, as chairman; Dudley H. Dorr, President of the Aeronautic Association of Boston; Joseph Spang; Ernest Hoftyzer; Joseph P. Wiggin; Frederick W. Bliss, and Charles A. Coyle.

The Legislative Committee, which is to study bills before the State Legislature covering the fields in which the Development Committee is interested, includes: Daniel J. Lyne, Daniel Bloomfield, and Charles A. Lee.

Boston Herald

Groups Named For Development

Appointment of airport and legislative committees was included in the business accomplished by the Greater Boston Development Committee yesterday at a general meeting in the auditorium of the Museum of Fine Arts.

Other business cleared from the agenda included a vote to incorporate the committee, consideration of a list of 45 proposed new members of the general committee, to be left to the chairman and vice-chairmen, and a vote to appoint a finance and budget committee. Following the meeting, the members inspected the "Boston Looks Ahead" exhibit at the museum.

The aviation committee, appointed by Jay R. Benton, general chairman, includes Ralph Eastman, chairman of the Boston Chamber of Commerce aviation committee, as head, with Dudley Rorr, Joseph Spang, Ernest Hoftyzer, Joseph P. Wiggin, Frederick W. Bliss and Charles A. Coyle.

The legislative committee, which will study bills before the legislature, covering the fields in which the development committee is working, includes Daniel J. Lyne, Daniel Bloomfield and Charles A. Lee.

Boston Post

GREATER BOSTON GROUP IN SESSION

A meeting of members of the Greater Boston development committee, representing civic and business organizations seeking to create a bigger and busier "Metropolitan" Boston, was held yesterday afternoon at the Boston Art Museum. Jay R. Benton presided.

The meeting marked the opening of preliminary discussions to be conducted by the committee from time to time in an effort to put into effect plans that will help in the development of Greater Boston and bring to this area more business and increased general activity in all fields of civic progress and business.

GREATER BOSTON DEVELOPMENT COMMITTEE
February 7, 1945

In accordance with the call attached ~~hereto~~ a meeting of the Executive Committee of the Greater Boston Development Committee was held in the auditorium of the Boston Art Museum on February 7, 1945, the membership of the entire Development Committee having been invited to attend. The meeting was called to order at 2:40 by the Chairman, Jay R. Benton. The roll of the Executive Committee was called and it was found that those checked on the list attached ~~hereto~~ were present, fifteen in all. There were fifteen others attending the meeting as per list attached.

A list of persons who are being considered for membership on the general committee was distributed and upon motion it was VOTED that the matter of accepting them be referred to the Chairman and the Vice Chairmen with authority to act. List filed herewith.

The Chairman stated that Daniel J. Lyne of the Executive Committee had made a careful study of the advantages and disadvantages of incorporating or not incorporating and asked Mr. Lyne to report. Mr. Lyne reported at considerable length including a statement of the effect of incorporating on the matter of deducting subscriptions on tax returns and ended with a definite recommendation that the Greater Boston Development Committee incorporate. Ralph M. Eastman of the Executive Committee moved that steps be taken to incorporate and the motion was VOTED.

Vice Chairman Alden C. Brett presented a chart for possible organization of the Development Committee which he explained and upon motion of Mr. Hodgkinson it was VOTED that the Chair set up a finance and budget committee and that the matter of organization be referred to the Chairman and Vice Chairmen.

Mr. Henry I. Harriman spoke on the subject of organization and Mr. Lyne suggested that "legislative committee" and "legislative agent" be

omitted from the chart for technical reasons in regard to tax deductions.

The Chairman read a letter which he had received from the Massachusetts Federation of Labor in which was expressed hearty approval of the Port of Boston Authority bill. Mr. Jarvis Hunt, legislative agent of the Greater Boston Development Committee, was called upon ~~to~~ and reported progress in connection with the Port bill ~~and~~ stat~~ed~~ing among other things that no hearing would be held before March 1, that a publicity man is on the staff and that statistics are being assembled.

Frank S. Davis of the Executive Committee spoke of the desirability of informing other civic groups of what progress in being made and of obtaining their support.

At the request of the Chairman, Ralph M. Eastman of the Executive Committee introduced Major Arthur H. Tully, Jr., Director of the Massachusetts Aeronautics Commission, who presented charts of proposed development of the Logan Airport and explained what is planned.

Mr. Lyne spoke of the importance of being prepared to take an active part in legislative matters and especially of the desirability of supporting House bill 210 providing for a highway to the Logan Airport, a hearing on which is scheduled for February 8, and upon motion it was VOTED that the following be appointed a group to take action in connection with aeronautic matters:

Ralph M. Eastman, Chairman
Frederick W. Bliss
Charles A. Coyle
Dudley H. Dorr
Ernest Hoftyzer
Joseph P. Spang, Jr.
Joseph Wiggin

Mr. Greeley suggested the desirability of setting up a research committee to obtain statistics throughout the state in regard to matters concerning which the Development Committee considers taking action.

There was further discussion in regard to legislative matters and it was VOTED to authorize the Chairman to appoint an educational committee to study and report on legislative bills, whereupon the Chairman reported that he appointed Messrs. Liming, Bloomfield and Lee.

Adjourned at 3:45.

UNITED ACTION FOR BOSTON'S DEVELOPMENT

EVERY New Englander interested in community planning and the phys- cal aspects of community development s invited to attend the exhibition of ost-war planning for Boston now being xhibited at Boston's Museum of Fine rts on Huntington Avenue. On view rom January 17 to February 18, the xhibit is entitled "Greater Boston Looks head," and fills the entire special ex- ibition galleries of the Museum. More han 100 industrial, educational, and ivic organizations participated in pre- aring the show, which comprises sev- ral hundred panels, maps, drawings, hotographs, and three-dimensional odels.

The material exhibited shows what is eing done and planned for the future f the metropolis and some 100 sur- ounding towns in the fields of housing, f education, and public works. Four f the downstairs galleries are devoted to ousing, water supply, recreation, and ansportation, with the housing plans nphasizing the need for urban rebuild- g and the suburban trend in the single ouse field. In the two large upper alleries are shown plans for the ex- nsion of highways and rapid transit rvices to and through Boston, new iation facilities, airport expansion, d the projected Bay Circuit with its lt of parkways encompassing many mmunities from Duxbury in a great rcle west and north of Boston.

The first prize winning team in the cent Boston Contest presents plans for rious aspects of its work, including proposed war memorial in the Fen- ay, its improvements for Copley uare, and new market plans. A fea- re of the exhibit is the pair of 15-foot urals, painted for the exhibit on behalf the Boston and Maine, New Haven, d the Boston and Albany Railroads, ich envision Boston's post-war port d industries and portray the part the ilroads will play in linking the metro- litan area with the rest of New Eng- d and the world.

Frequent panel discussions, lectures, motion pictures relating to city nning have been scheduled through- the duration of the exhibition.

rganizations sponsoring the exhibi- include the State Planning Board, Planning Board, Boston Society of hitects, Boston Society of Landscape hitects, Boston Society of Civil Engi- s, New England Section, American ety of Civil Engineers, Massachu- Building Congress, Boston Cham- of Commerce, and Boston Port ority.

Railroads Pledge Post-War Aid

BOSTON'S RAILROADS are New England's railroads—linking cities, villages and hamlets of the six new England States with the entire United States. And through the Port of Boston, with the entire world.

These railroads, since the beginning of the war, have not only kept New England's homes and industries supplied with necessary food, fuel and raw materials; they have also taken on the vital task of moving hundreds of thousands of troops, millions of tons of munitions and supplies through the Port of Boston to the fighting fronts. At the same time they have carried New England's varied industrial products and the surplus foods raised in rural New England to distributing centers.

Their passenger services have provided the people of Boston and New England with transportation facilities when other modes of travel have been seriously affected by fuel shortages. And they have been the principal means of bringing into New England annually, thousands upon thousands of men, women and children from every section of the country.

When the burdens of war are lifted, Boston's railroads will continue to provide the backbone of New England's freight and passenger transportation service. They will do it with passenger carrying fleets featuring luxury appointments undreamed of a score of years ago. They will do it with speedier freight trains, drawn by locomotives even more powerful and efficient than the steam, Diesel and electric giants that are already moving over New England's rails.

Boston's part in this picture of the post-war future will be a dominant part. The New Haven, the Boston & Maine and the Boston & Albany, together with far-seeing Boston business and professional men, are all equally cognizant of the fact that the Port of Boston must have modern docks where the largest ships can be served—a port so well equipped that no shipping, foreign or domestic, can afford to pass it by . . . a port that will bring prosperity to Boston, its people and its industries.

From a joint statement by the New Haven, Boston & Maine and Boston & Albany Railroads in conjunction with their mural exhibit at "Greater Boston Looks Ahead."

Development Group

THE recent announcement of the formation of the Greater Boston Development Committee is one more indication that Boston means business this time in the reorganization of the economy of the city and its metropolitan area. Jay R. Benton, formerly State Attorney General and president of the Boston Mutual Life Insurance Company, is Chairman of the Committee, which comprises nearly 150 members and includes representatives of government, churches, business, industry, finance, schools and colleges, and civic bodies. This membership list shows that the Committee proposes to weld together all groups interested in Boston's future to assist the business organizations which have been carrying the load for some years past.

The primary aims of the Committee are:

1. To promote united effort and action in carrying out projects for the further development of Boston as a desirable place in which to live and do business.

2. To give support to the various planning boards, special legislative commissions, and other agencies in making effective their recommended projects for the improvement of Boston.

3. To act as an instrument in bringing projects designed to benefit Boston to the attention of the public.

4. To act as a medium for the exchange of ideas on means to improve the status of Boston as a civic, business and home center.

In addition, the Committee will serve as a permanent organization for carrying out the plans submitted in the recent Boston Contest.

Port Authority Bill

Speaking at the recent conference of the Council's Community Development Commitee, Maynard L. Harris, vice-president of the New England Trust Company and a member of the Executive Board of the Committee, stated that organization of the Committee was started in the fall of 1943 but that its existence was not disclosed until the group was ready to go into action. He stressed that the Committee is not merely one

NEC

NEW ENGLAND WAR BULLETI
AND NEW ENGLAND NEWS LETTER
Published by
THE NEW ENGLAND COUNCIL
FOR ECONOMIC DEVELOPMENT AND REGIONAL COOPERATI

TOMORROW'S NEW ENGLAND — A CHALLENGE TOD

By **FREDERICK S. BLACKALL, jr.**
President, The New England Council

Reprinted from The Boston News Bureau of January 5, 1945

NEW ENGLANDERS face a real challenge in the period which lies immediately ahead of us, for the end of the war will bring about not only a transition from what largely has been a sellers' market to a highly competitive buyers' market, but, what is more important, this transition and the volcanic developments of the war years may well institute major changes in our entire economy.

The period which followed World War I was, in many respects, a more critical one for New England commerce and manufactures than the great depression of the 30's, primarily because New England was not prepared for the inevitable dip in the business indices which is a characteristic of the business curve at some point in every post-war period. It was a commonplace in those days to hear of an old concern languishing and moribund, which "did not know the war was over." Many a one died before it learned that stark fact of business life, but by the time the depression of the 30's was upon us, perhaps the law of survival of the fittest had added strength to our sinews, so that, by and large, New England fared rather better than the rest of the nation during what is now known as the Great Depression.

If New England is to hold its own in commerce and industry, or better, as forward-looking New Englanders hope, if a strong upward trend in New England's industrial census is to be instituted, manufacturers, merchants, yes, and community and state governments, too, must match the adventurous and progressive attitudes and policies of their brothers of the great industrial areas of the Middle West and the newly developed South and Far West.

In no field of endeavor is this progressive and forward-looking attitude more important than in that of providing plant and equipment of the most advanced character. Altogether too many New England plants are of obsolete construction, which is natural enough in one of the older sections of the country, but in too many cases New England manufacturers are altogether complacent about it, while industrialists to the West and South are thinking in terms of modern one-story plants, lighted in a manner comparable to daylight at all hours and susceptible to internal arrangement which places intra-plant transportation on the most efficient basis. What is more serious, too many New England concerns are backward in the matter of the machinery and equipment with which they manufacture their product. The importance of regular and systematic replacement and modernization of manufacturing equipment cannot be overstressed. A lively recognition of the obsolescence factor through the annual and unremitting application of depreciation reserves to the purchase of new equipment is the very lifeblood of successful industrial operation, and this is notably true in the types of manufacture which characterize the New England scene, where the normal abundance of skilled labor producing goods of high precision and craftsmanship, is the one big competitive advantage which we must exploit to the fullest possible extent. Craftsmanship, indeed, is as important as it ever was, but it must be implemented by the best tools which the employer can provide. I say that if every manufacturer in New England would institute a policy, beginning at the war's end or sooner if practicable,
to expend annually an amount eq
the entire depreciation taken durin
prior year on his federal corpor
tax return, in no time at all New
land would become one of the
highly competitive industrial sectio
the country, and the average lev
earnings of New England manufact
would show a marked rise.

Depreciation Reserves

It is fervently to be hoped that
federal government will take steps
encourage such an approach to
equipment problem by manufactu
through revision of the tax laws to
vide some form of incentive for suc
application of depreciation reserves;
the manufacturer who defers adop
of sound equipment policies for
reason that the Government hasn't
vided him a crutch on which to lea
helping to dig his own grave. The
progressive operators throughout
country have practised these policie
years and have learned long since
there is no easier way to insure pr

The immense reservoir of surplus
ernment machinery soon to be avail
and the tremendous pent-up deman
goods of every nature, will provid
combination, a rare opportunity i
days immediately ahead for New
land to re-equip itself on a highly
cient and competitive basis. It
be a tragedy to miss this chance.

The administrative and legislativ
icies of our state and community
ernments are no less important to
England industry than those of th
eral government. We Americans
do things by halves, and the gre
surge of social legislation durin

(Continued on Page 12)

HUB OF THE Air UNIVERSE

ONE OF THE galleries at the Boston Art Museum now housing an exhibition of post-war planning for Boston. At lower right is a three-dimensional model of the Boston airport of the future, showing, in addition to the expanded runways, the proposed administration building.

more organization to make plans for a bigger and better Boston but rather that it is an action group to coordinate the oest features of all Boston plans and to nitiate action for carrying them out.

Forty-eight hours after the announce-nent of its existence, the Committee gave evidence that it really means action by iling in the General Court a bill to stablish a new Boston Port Authority. he new Authority would have juris-iction over all port property in Boston etween Point Allerton in Hull and hirley Point in Winthrop. The bill arries an appropriation of 15 million ollars for the development of the new iers proposed in the recent plan pre-ared by Andrew Lane, general manager the present Authority, and Nicholas eterson, vice-president of the First Na-onal Bank of Boston.

THE 60-year-old Lymansville Co. of orth Providence, R. I., a textile firm, s bought recently from its long-time ner, Fred S. Peck, by Mack Kahn New York. Mr. Kahn also owns oskeag-Lawrence, Inc., of Manches- N. H., and Kanmak Mills of Kulp-t, Pa.

New England "Tells" Boston

DECLARING THAT New England is aware of Boston but that Boston is too little aware of New England, James M. Langley, chairman of the New England Council's Community Development Committee and publisher of the Concord, N. H., Daily Monitor, recently called for "vastly improved relations between the Boston metropolis and the rest of New England."

Mr. Langley spoke at a panel discussion held at the Boston Art Museum in conjunction with the current exhibition "Greater Boston Looks Ahead."

Sharply criticizing Boston's past attitudes toward itself and the rest of New England, Mr. Langley said, "New England would like to point to Boston with more pride than it does. So New England has welcomed the spirit behind the Boston Contest and the creation of a Greater Boston Development Committee."

"My point of view," said Mr. Langley, "is that of a New Englander living outside metropolitan Boston, yet looking upon this area as the principal center of commerce, industry and culture about which cluster all other New England communities, except those closer to New York, as satellites.

"I was born in Boston, grew up as a child in Vermont and have lived as an adult in New Hampshire. My business is that of a newspaper publisher.

"Over the years I have become conscious of attitudes which have prevailed among both Bostonians and New Englanders, and some of them have not seemed good.

"In my own profession there is a New England Daily Newspaper Publishers Association which has been meeting in Boston quarterly for years. Yet Boston publishers have nothing to do with it, from choice. It is as though Boston is Southern Ireland and New England outside of Boston like the rest of the British Isles.

"This division I have noticed in other matters. New England is aware of Boston, but Boston is too little aware of New

(Continued on Page 16)

NEW ENGLAND'S GOVERNORS LOOK AHEA

A Digest of Significant Statements from Their Inaugural Addresses

HORACE HILDRETH

Governor of Maine

Finances: Warned that inevitable recessions in state revenue will follow removal of abnormally restricted government functions and the passing of an inflated war economy. Advised that much of the state's surplus be reserved to delay, if not avoid, additional taxes in the future and suggested a substantial portion be set aside for bond retirement.

Education: Asked an increase in the minimum salary of teachers to $900 a year.

Agriculture: "The most acute problem in this field today appears to be the elimination of Bang's disease. The Department of Agriculture will submit requests for large sums of money for the solution of this problem and it is important to bear in mind that in this case time is money." Approved extension of self-imposed taxes such as the potato tax, by certain industries to meet the problems of their particular industry.

Pollution: Asked that measures be presented to the Legislature to put an end to pollution of streams and rivers by new sources. Warned that in zeal to correct past errors "we must not unnecessarily sacrifice our economic lifeblood" and commented that the state's industry now cooperates whole-heartedly in the problem.

Recreation: Asked Legislature to consider the value to the state of establishing present state community recreation program on a permanent basis.

Port Authority: Asked consideration, "free from local prejudice," of plans offered by the Port of Portland Authority. "The problems involved are of great significance to every inhabitant of the entire state."

Labor: Urged enactment of a compulsory workmen's compensation law with provision for compensation for occupational diseases contracted by exposure of more than a single day. Asks consideration of legislation to predetermine wages of labor on post-war public works projects using the basic wage prevailing at that time for such work in the community in which the work takes place.

Aviation: "The future of the recreational business is closely allied to aviation development . . . every sizable Maine community should adopt as its own local project the building of its airport or landing strip." Recommended that if the federal government does not make the maximum use of airports developed for military purposes, the ports should be made available for civilian use.

Worker Training: Asks establishment, at least temporarily, of two trade schools to provide skilful help for Maine industries and at the same time to provide returning servicemen with additional training. Requests some form of extension service for fishermen similar to agricultural extension service.

Industrial: Although believing that the state should increase its efforts to bring new industries into Maine, believes the first job is to keep industries now in state and develop additional new industries, particularly in small towns where industrial and agricultural work may be combined.

CHARLES M. DALE

Governor of New Hampshire

Business and Industry: Suggested that the industrial section of the State Planning Board be strengthened with a more adequate appropriation and that serious consideration be given to an industrial advertising program which will serve to keep the advantages of the state as an industrial area in the minds of those who control plant location. Asked that everything possible be done to encourage established industries in New Hampshire and to bring in new industries.

Agriculture: Asked that farm-to-market highways be improved as rapidly as available funds and materials will permit. Stated that service to farmers by extension service of the State University and College of Agriculture should be enlarged.

Recreation: Recommended increased appropriation for publicizing recreational industry and serious consideration be given to establishment of New York branch of the publicity office to be staffed by recreation industry.

Aviation: Stating that there are sections of the state not adequately supplied with air facilities he added, "We must have improved and enlarged airfields and more of them."

MORTIMER R. PROCTOR

Governor of Vermont

Agriculture: Urged the Legislature establish an agricultural marketing commission to develop ways and means of enabling a greater diversity of agricultural products to reach the most pro able markets.

Forests: "Vermont must have a for policy that will eventually provide handling our timber as a crop—not the output of an inexhaustible mine. perience of other countries proves yond doubt that regulation of for practises brings everlasting benefits the people as a whole as well as to dividual owners. Our forest pol should recognize national, state, muni pal and private woodlands, provide proper cutting and planting, estab equitable methods of taxation and sure protection against fire and eases."

Industry: "The Bureau of Indust Research at Norwich University, es lished to aid small industries unable carry on research programs of own, should be strengthened. The s is true of the Vermont Argicult Products Commission which is carry on experimental work with our nat products." Proposes to reestablish at earliest moment and recommend an propriation for the Office of Indust Agent which was established in 1941, was suspended due to the war.

Recreation: Recommended the Board of Conservation develop a gram based on intelligent utilizatio all recreational factors. Believes side beautification an important f in program.

Publicity: Asked that study be give possible establishment of a state pr tional office in New York City, w view to determining its value to ag ture and industry as well as recrea

Stream Pollution: Asked the Le ture make a start on preserving str now clear, and gradual clearin streams now polluted.

Geology: "An up-to-date, syste geological survey of Vermont's plored regions should be begun. Mi deposits yet undiscovered might considerably to our employment an income."

Education: Asked minimum sala $1,000 a year for teachers; standa tion of rural schools and consolid of some rural schools.

Post-War Employment: "Possib of employment by industry depe large measure upon the encourag and favorable conditions provide government for free enterprise. state should provide enabling legis

(Continued on Page 14)

February 8, 1945

Dearest Mom and Dad B.,

Nothing new to report — but I know you must be wondering about us.

Spike and I are feeling just fine. I have my bag packed written the day he arrived at the "rest home". I hope he beats the stork!

I'll write or call soon again and in the event that Spike arrives unexpectedly of course Mother will call at once.

Dearest love,
Jeanne.

and am all set to go off to the hospital as soon as Spike gives me the signal!

I hope and pray that Dave is on his way home by now. My last letter was a V-mail of the 24th,

Boston Mutual Life Insurance Company

HOME OFFICE
160 CONGRESS STREET
BOSTON, MASS.

FEBRUARY

MARCH

February 8, 1945

To the Field Force:

Next week we start writing Industrial Applications for the last issue in February and when this writing is completed half of the President's Campaign will be over as far as the Industrial is concerned.

Even though you may have made a poor start in the Campaign, do not get discouraged, but keep right on working for there is plenty of time to make the grade.

If every man will do his share week by week, we will have no difficulty in reaching our goal of three million dollars of Combined Increase during February and March. Keep the apps rolling.

Yours very truly,

W. H. Moody
Supt. of Agencies

WAR BULLETINS

Russians And Yanks Move Into Germany

One of the decisive battles of the war is likely to be raging on the plains between Berlin and the Oder River. for the Russians are reported to have broken across the Oder in considerable force, and to be driving on from the river's western bank.

So It Didn't Snow, Eh? Well, Expect It Today

Yesterday's promised three to four-inch snow never fell, but look for it late today, only not quite so deep. For—according to the Weather Bureau—Boston and vicinity will be cloudy today with snow during the afternoon and continuing through the night.

Meteorologists said the snowstorm scheduled for this area was halted west of the Mississippi Valley when air currents blocked the eastward movement of snow at the Arkansas-Missouri lines.

Thursday, February 8th 1945

Frances and John still laid up with colds. Orange juice - Wheat germ - Fried Eggs + Bacon - Toast - Iced Coffee. To town all the way on the cars. Work at the office - Andrew Lane, Manager of the Port Authority, and Peterson of the First National Bank in on Boston Port Legislation - Up to the Boston Safe re Hill matters - A snow storm has started - wet - sticky snow. Out to lunch at 12.30 with Everett Lane - to the Hotel Avery. Chicken a la King - Roll - Coffee - Tangerine - to Bailey's for Chocolate + Bon Bons for Frances - to S.S. Pierce's - Bellgans did NOT for Frances. to Filene's for a shirt. to C of C. for Colliers but none to be had. Office. Work all afternoon + Over home office employee salary figures again + Mr. Mansfield has been out sick all week - so did the ordinaries again + Left at 4.45 with Moody + Geary -

Rode home in a driving wet heavy snow storm. going bad. Little Living Room. Frances downstairs for dinner— Potato Soup. Minced Lamb on toast- hash Brown Potatoes- Green Peas— Rolls—Milk. Custard and Banana Pieces — Upstairs early - Read a lot of papers and then to sleep— the storm was howling - a real Blizzard most of the night-

Not in Berlin Yet; Just Fog Whistles

Dozens of phone calls to the Globe office yesterday all had the same query, "Are we in Berlin? I hear whistles blowing."

A quick check showed that we will be in Berlin ere long, and the whistles were only the reverberations of fog horns from the tugboats in Boston Harbor making their way through yesterday's snowstorm.

BELMONT CITIZEN

Fully, Honestly, Accurately and Intelligently to Inform the Public That is the Constant Aim of This Community Newspaper.

SSACHUSETTS, FRIDAY, FEBRUARY 9, 1945

Awarded Medal on Battlefield

For "meritorious achievement in the battle of Bastogne, Belgium," Capt. Winthrop S. Jameson of 3 Pequossette road was awarded the Bronze Star on the battlefield near Boevange, Luxembourg, Jan. 29. This official U. S. Army Signal Corps photo shows Maj. Gen. Robert W. Grow, commanding general of the 6th Armored Division, making the award.

Captain Jameson, who enlisted in the National Guards as a private in 1940, was commissioned a lieutenant at Camp Edwards less than three months after being called to duty in January, 1941. He is a graduate of Belmont High School, Exeter Academy and Harvard University, and has been overseas for a year.

His wife, the former Mary Benton, makes her home with her parents, Mr. and Mrs. Jay R. Benton, and is employed at Raytheon making vital war parts.

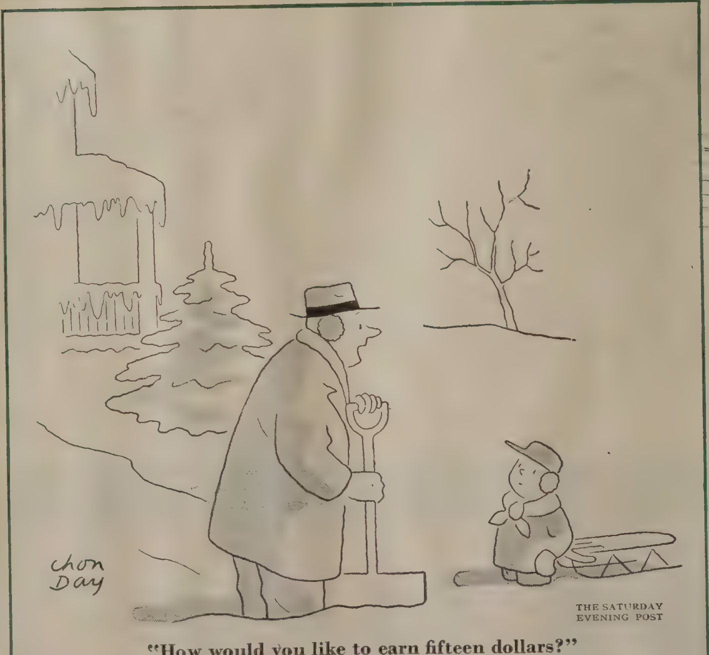
Boston awoke this morning to find itself paralyzed under 14 inches heavy, wet snow, a storm exceeded by only two in its whole history.

Where Is That Man?

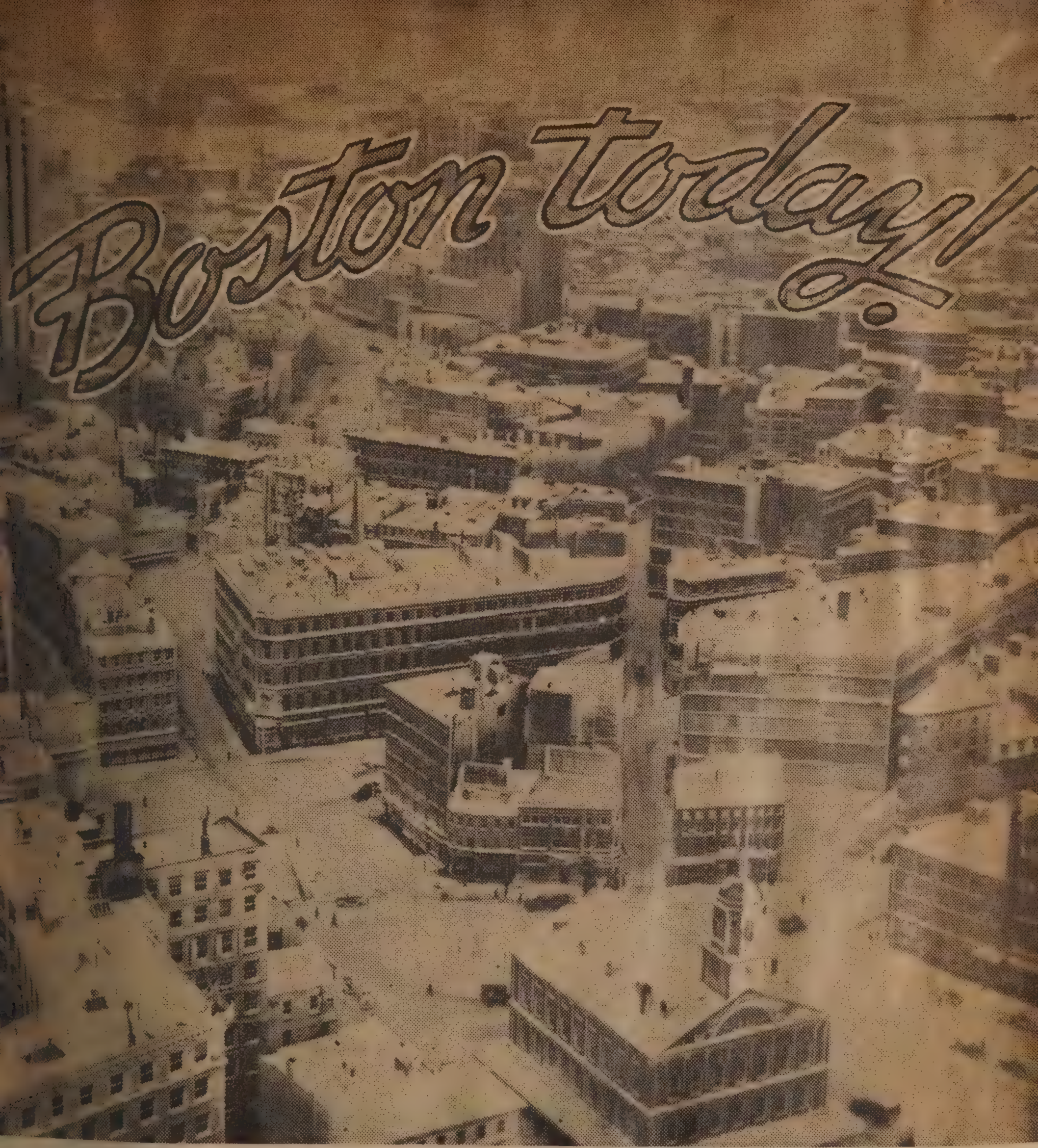
Where is that man who said the Gulf Stream was changing and that we will not get any more big snowstorms?

Friday, February 9th 1945

Looked out my bedroom window to see one of our biggest snowfalls - Pequossette Road unplowed - The barberry hedge beneath the snow - the shrubs and bushes bent over. Up and for breakfast orange juice - wheat germ - Poached eggs on toast Iced Coffee - a couple of boys came along and I had them shovel a path from the front door out to the street - Mushed my way through the deep snow to Oakley Road, which had been plowed out. A car came along but it was packed to the doors. Then Morse came along in his taxi and gave me a lift to the Square - Subway - Arrived at the office at 9.55. Very few got in today. Jane and Moody did not make it - Work. at 12.30 to the Parker House - Luncheon meeting of the Board of Directors of the Boston Chamber of Commerce + a long meeting - Bought Valentines for Peter + Nicholas and sent them along air mail with a five dollar bill for each. Back to the office - Let all go along home at 4. I stayed until 4.15 then home all the way in the car - everything packed jammed full especially the Waverley car. But finally home - little living Room.


Chon Day
THE SATURDAY EVENING POST

"How would you like to earn fifteen dollars?"



2-9-45

Boston Digging Out After 14-Inch Snow

Now—it's a "white-out!"

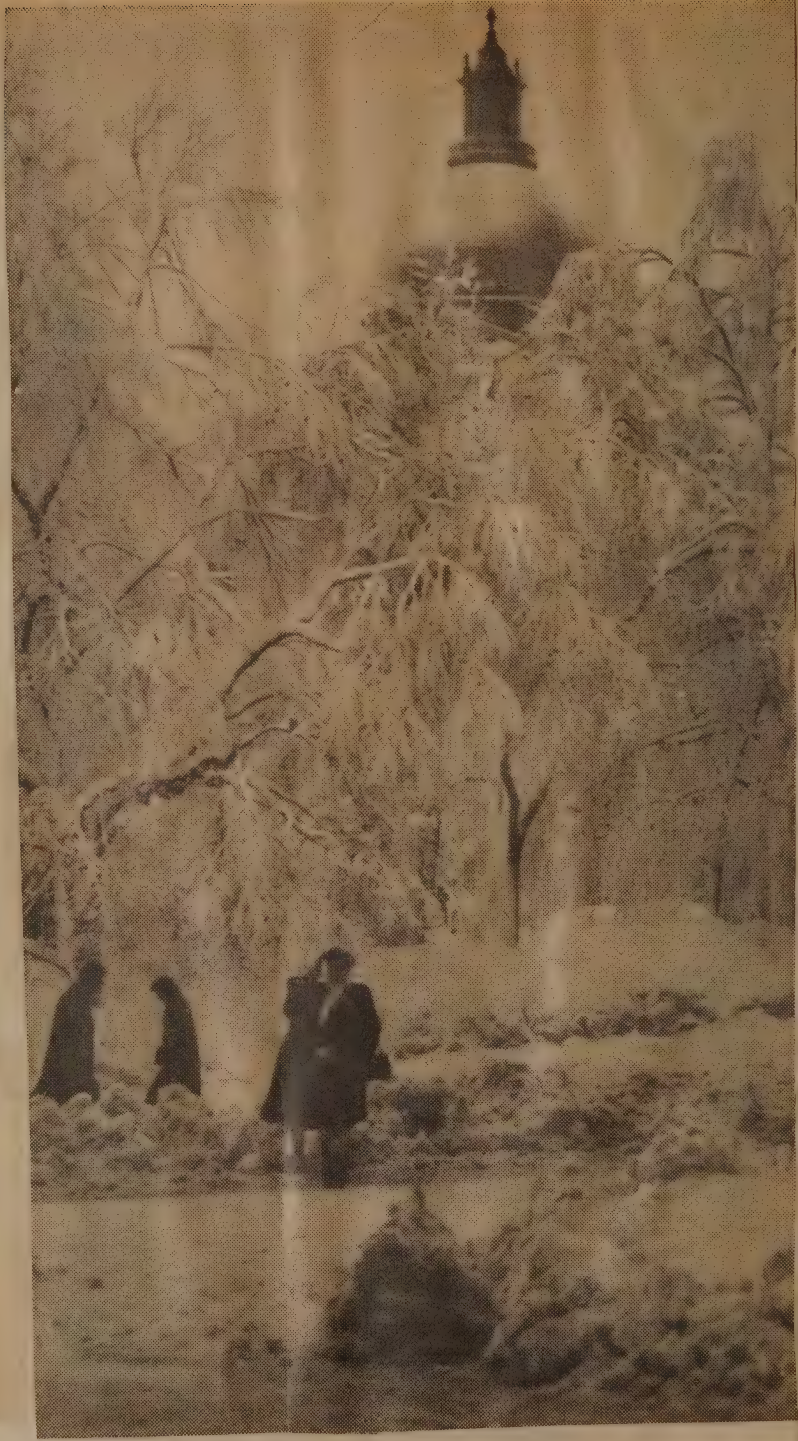
Joining New England's list of dimouts, blackouts, and brownouts, a blanketing northeast blizzard piled up an "official" 14 inches of soft, wet snow in Greater Boston atop an already heavy accumulation, and drifted to eight and 10 feet deep in many outlying areas.

Business was at a virtual standstill in downtown Boston, with the closing of all department stores and specialty shops being announced by the Retail Trade Board.

Thousands of persons were stranded—either in town last night, or this morning in their suburban homes—and the resulting traffic tie-up was described as being worse than the Valentine's Day blizzard of 1940.

Automobiles were stalled at every possible angle, greatly hampering efforts of plows to clear the streets, and hardly a bus or trolley car moved

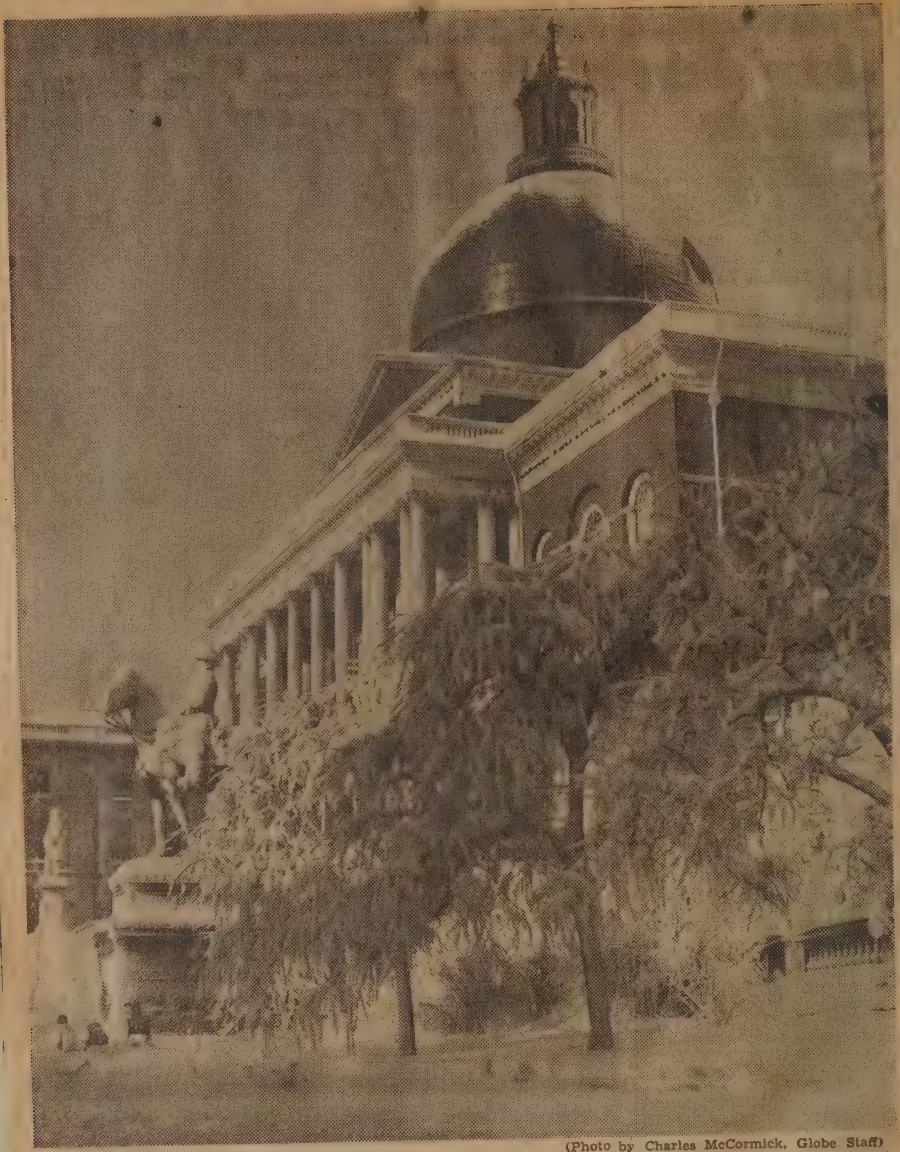
Buried Boston...



Blanketed—This is what the camera of Photographer Harry Simard caught looking toward Boston Common and the State House from the corner of Winter and Tremont sts. The wet snow, clinging to everything it fell upon, created pictures of beauty all over the city...

INP by Harry Simard

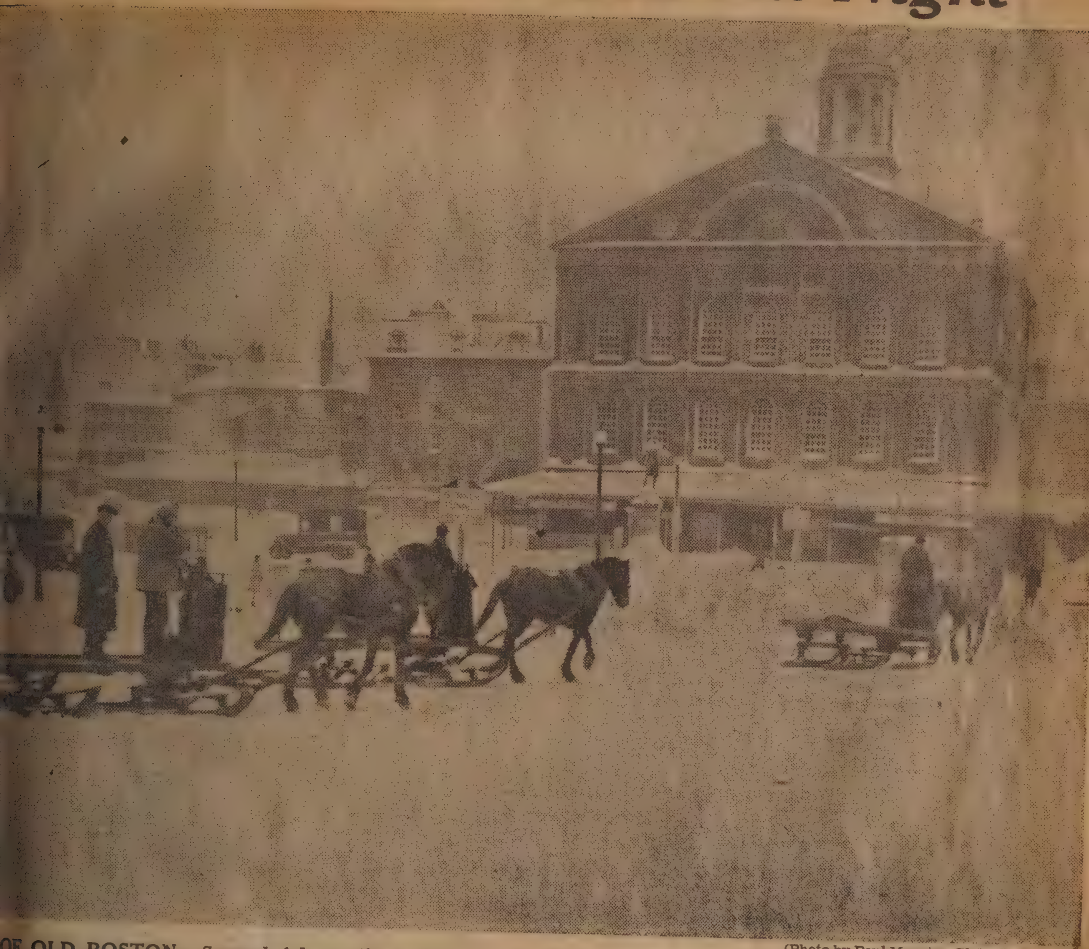
As Seen by the Camera



(Photo by Charles McCormick, Globe Staff)

“THE SNOW HAD BEGUN IN THE GLOAMING . . .”

Thousands Stranded All Night



(Photo by Paul Maguire, Globe Staff)

OF OLD BOSTON—Samuel Adams (in sculpture), gazes again on a scene reminiscent of Colonial Boston, as
pressed into service to deliver provisions from Faneuil Hall markets today.

Eleven dead.

★

War plants, stores and schools closed.

★

Thousands stranded all night in police and railroad stations and hotel lobbies.

★

Trains snowbound, struggling to run on "spasmodic" schedules.

★

Soldiers sent in response to calls from railroads to shovel out switches.

★

Hundreds of automobiles abandoned in midstreet, tying up street car lines.

★

Record snowfall for six-hour period—seven inches between 8:30 last night and 2:30 this morning.

★

'Frolic Architecture'

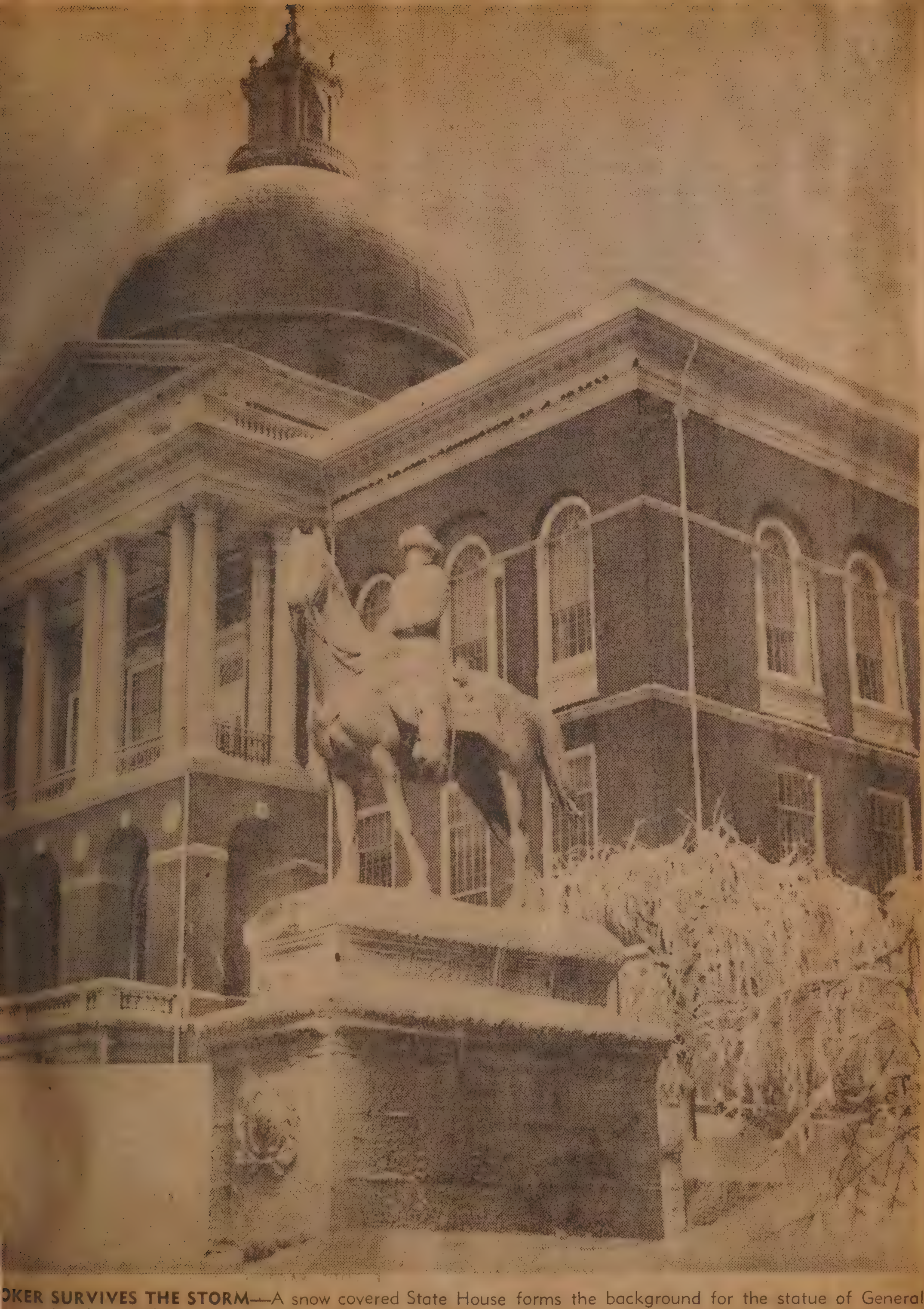
By a Staff Photographer

'White-Out' Puts Boston's Brownout in Snowy Eclipse as Storm Blankets New England

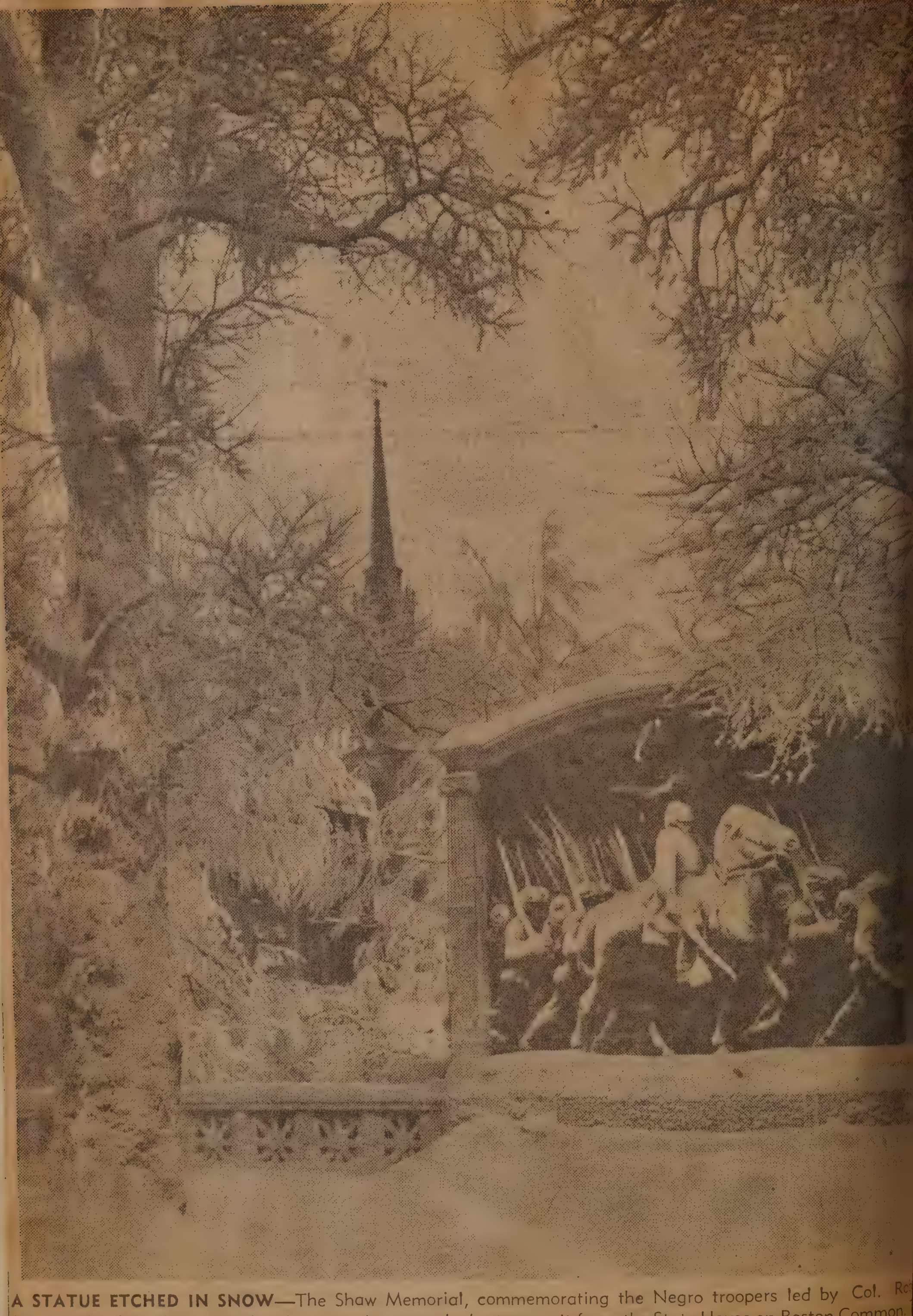
Tree branches, weighted heavily with soft, wet snow which had turned slush-ridden, muddy streets into pure-white fairyland vistas, bend majestically over snow-piled cars which had come to soggy standstills. Officially set at 14 inches on the level in Boston by the United States Weather Bureau, the northeast storm whipp drifts in many outlying areas tying up traffic and cutti munications. Workers trudging to work paused to excl beauties of the snowy architecture.

Record Hub Snowfall

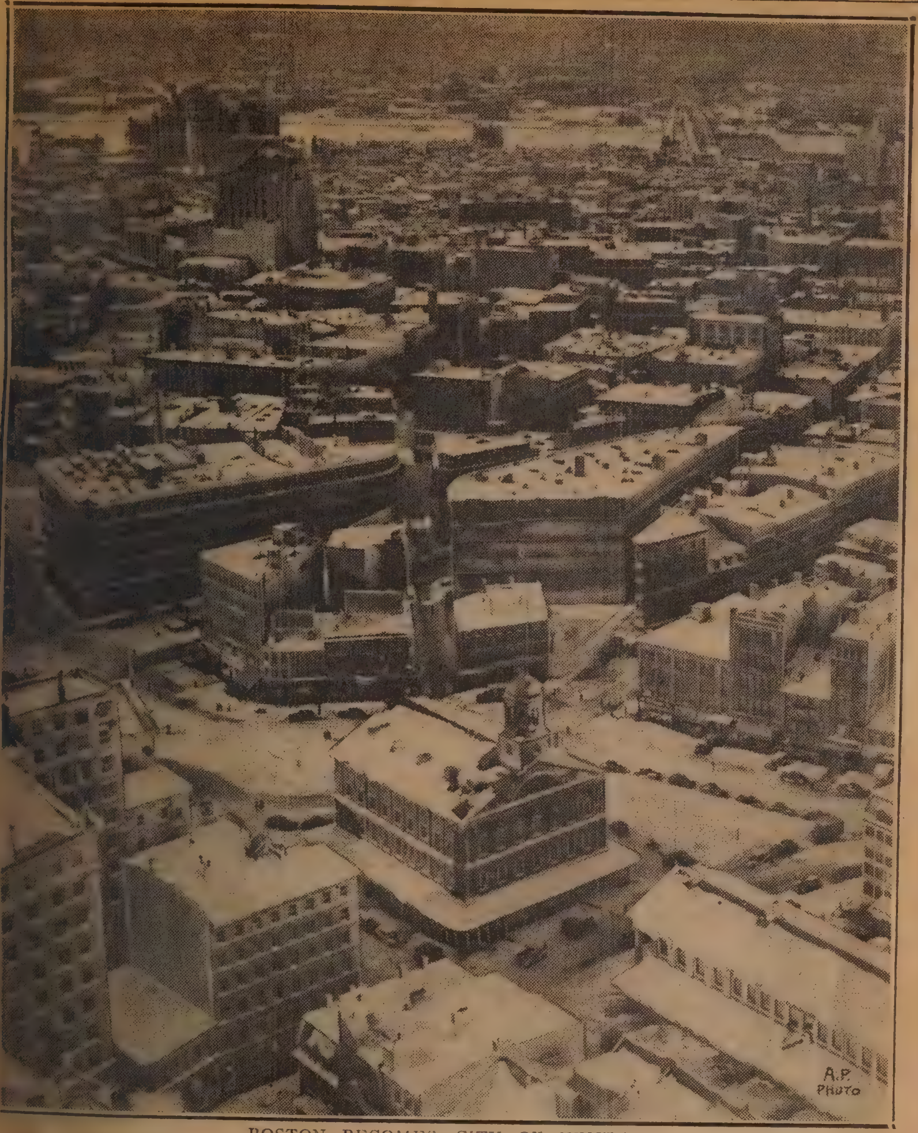
The official figures on snowfall in Boston show that 14 to 17 inches of snow, wet and hard-packed, fell on top of five and one-half inches of frozen residue of other snowstorms, making a grand total of from 19½ to 22½ inches of snow at minimum levels. Where snow had drifted in many places, from three to five-foot banks of snow were found. Little more than an inch of snow fell upon northern Maine, New Hampshire and Vermont, but it ranged ever higher as points southward were scanned to a fall of 15 inches and upward in Providence and interior Rhode Island. For Boston this is a record snowfall, matched only by the three-day blizzard of March 7 to 10, 1916.



OKER SURVIVES THE STORM—A snow covered State House forms the background for the statue of General ounted on horse, whitened by the blizzard.



A STATUE ETCHED IN SNOW—The Shaw Memorial, commemorating the Negro troopers led by Col. Ro Shaw in the Civil War, is outlined in snow by yesterday's storm as it faces the State House on Boston Common. of the Park Street Church is framed in silvered branches in the background.

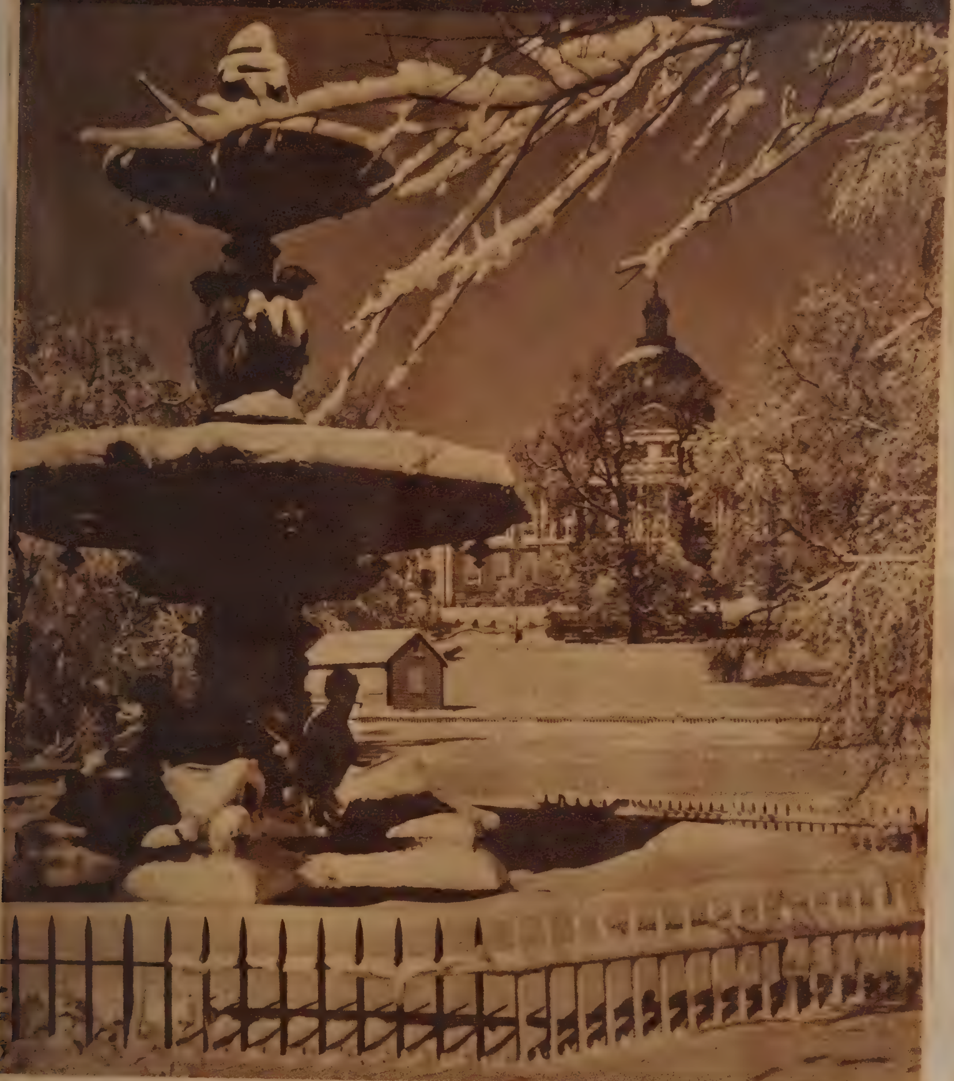


BOSTON BECOMES CITY OF WHITE

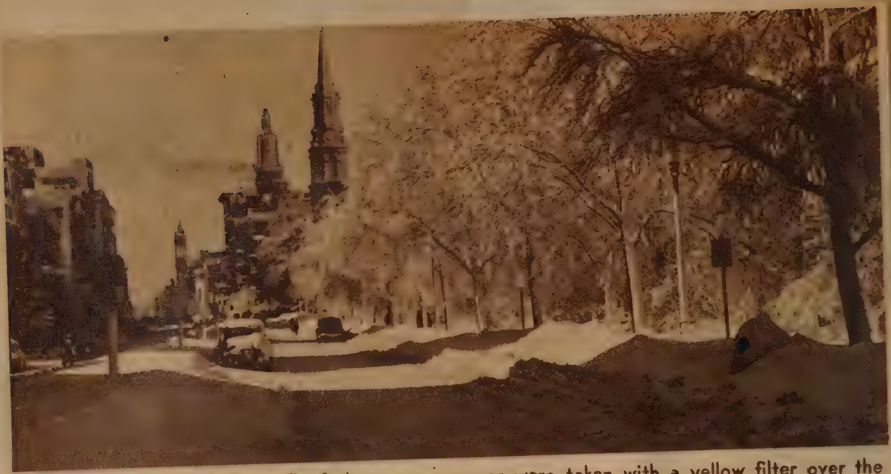
This view from the top of the Custom House tower, first such photograph since the start of the war, shows the city under the 14-inch snowfall with Faneuil Hall in the foreground and Charles River in rear.

PATTERN OF PIGEONS AGAINST THE SNOW—Rising from the snowy Common against a background of feathe this flock of pigeons was trying to make sense today of the foot of snow which has blanketed their peanut hiding-

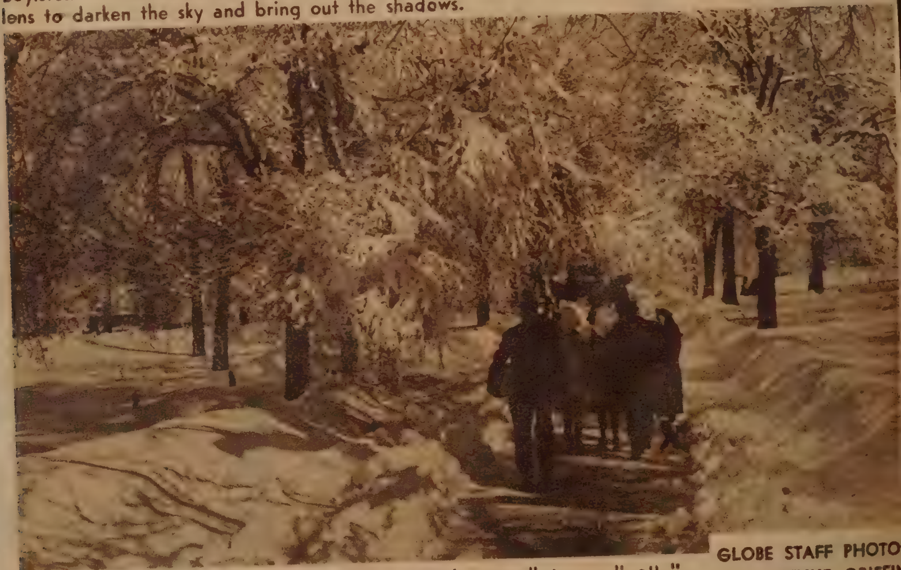
Frozen Fantasy



The Brewer Fountain on Boston Common and a few snow-laden branches frame the State House.



Boylston st. from Park sq. All of these snow scenes were taken with a yellow filter over the lens to darken the sky and bring out the shadows.



The diagonal path across the Common to Park sq. really was a "path."

GLOBE STAFF PHOTO
ARTHUR GRIFFIN

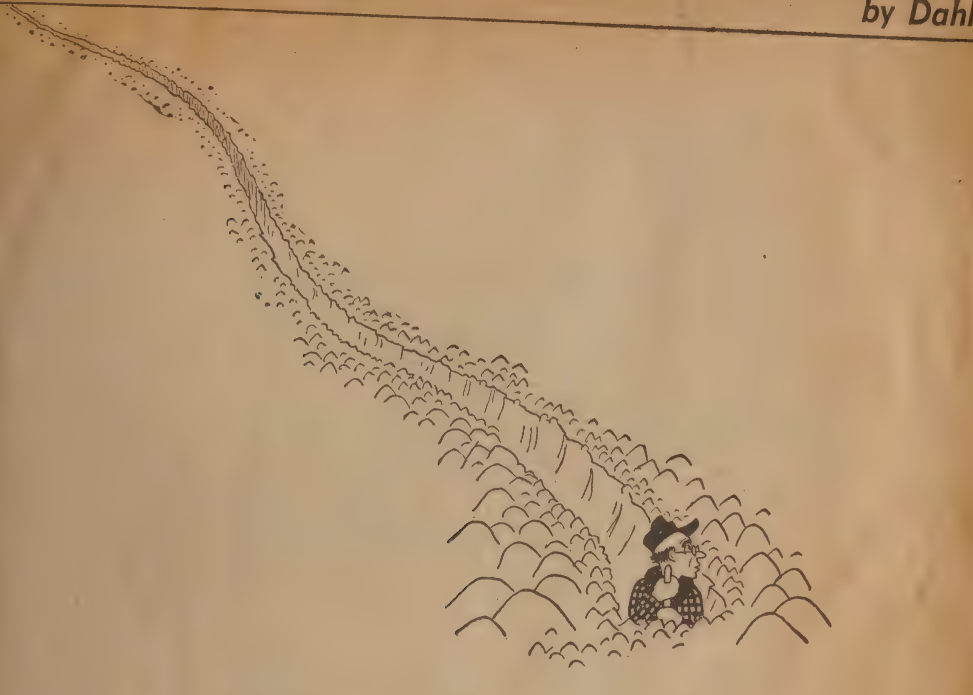
Thomas Ball's equestrian bronze statue of Washington as he might have looked at Valley Forge. In the Public Garden.

The Old South Church with its lofty tower is at the corner of Boylsion and Dartmouth sts., in case you can't read the street markers.

BOSTON HERALD, SATURDAY, FEBRUARY 10, 1945

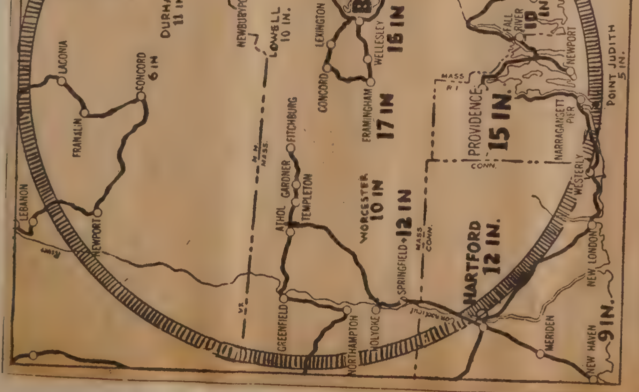
WHERE'S THAT GULF STREAM?

by Dahl



LDTIMER WHO SAID WE DON'T HAVE SNOW STORMS NOW LIKE THE ONES THAT OCCURRED WHEN HE WAS A BOY.

DAHL


PORTLAND 8 IN.
KENNEBUNKPORT
BIDDEFORD
YORK HARBOR
PORTSMOUTH
GLOUCESTER
BOSTON 14 IN.
CAPE COD
PLYMOUTH 10 IN
SALEM
LYNN
DURHAM 11 IN.
NEWBURYPORT
LOWELL 10 IN.
LEXINGTON
WELLESLEY 16 IN
LACONIA
CONCORD 6 IN
CONCORD
FRAMINGHAM 17 IN
FRANKLIN
FITCHBURG
GARDNER
ATHOL
TEMPLETON
WORCESTER 10 IN
SPRINGFIELD 12 IN
LEBANON
NEWPORT
NEW BEDFORD
FALL RIVER 10 IN
NEWPORT
POINT JUDITH 5 IN.
PROVIDENCE 15 IN.
NARRAGANSETT PIER
WESTERLY
HARTFORD 12 IN.
NEW LONDON
GREENFIELD
NORTHAMPTON
HOLYOKE
MERIDEN
NEW HAVEN 9 IN.
N.H. MASS.
MASS. CONN.
MASS. R.I.
CONN.
VT.

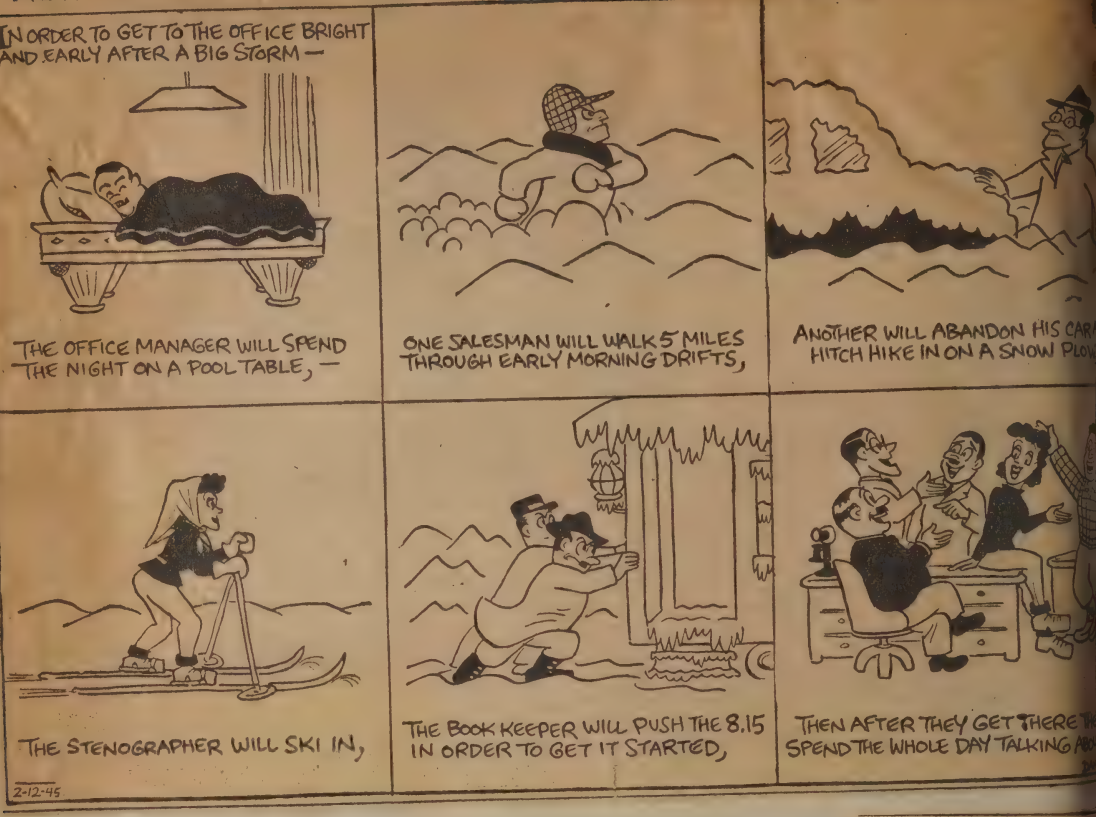
HEAVIEST NEW ENGLAND SNOWFALL in the storm came within the area indicated by the circle on the map above. Inside the circle, few spots received less than 10 inches of snow, and most received more. Although the storm center never hit land, according to weather officials, the area circled represents its inside fringe. The snowstorm, which missed New York, first struck the Virginia Capes, and went to sea south of Portland, Me. Northern Maine escaped with relatively light snowfall.

WINTER STREET SCENE—Branches of trees bordering the Common on Beacon street, bend to the ground under the heavy snow.

HE WHO SHOVELS MAY RIDE—Schoolboys help dig out storm-bound street cars in the Forest Hills section.

NEW ENGLAND WEATHER

by Da


IN ORDER TO GET TO THE OFFICE BRIGHT AND EARLY AFTER A BIG STORM—
THE OFFICE MANAGER WILL SPEND THE NIGHT ON A POOL TABLE,—
ONE SALESMAN WILL WALK 5 MILES THROUGH EARLY MORNING DRIFTS,
ANOTHER WILL ABANDON HIS CAR HITCH HIKE IN ON A SNOW PLOW
THE STENOGRAPHER WILL SKI IN,
THE BOOK KEEPER WILL PUSH THE 8.15 IN ORDER TO GET IT STARTED,
THEN AFTER THEY GET THERE TH SPEND THE WHOLE DAY TALKING ABO
2-12-45

Boston's Bigges Blizzards Over 57-Year Period

The following is a list of B biggest snow storms, beginni the noted blizzard of 1888. F from colonial days shows with a snowfall ranging as h three feet in a day. But the course, are not official weathe eau records.

DATE	DEPTH IN IN
March 12-15, 1888	
March 3-5, 1891	
March 1-4, 1892	
Jan. 28, 1897	
Jan. 31-Feb. 1, 1898	
Feb. 12-14, 1899	
Feb. 16-17, 1903	
Feb. 11-13, 1916	
March 3-10, 1916	
Feb. 5-7, 1920	
Feb. 20, 1921	
Jan. 3-12, 1923	
Feb. 4, 1926	
Dec. 5-6, 1926	
Feb. 20-21, 1929	
Feb. 20-21, 1934	
Jan. 23, 1935	
Jan. 18-20, 1936	
March 11-13, 1939	
Feb. 14, 1940	

rthern Highway

Woodland

City Scene

BOSTON CHAMBER OF COMMERCE
80 FEDERAL STREET, BOSTON, MASSACHUSETTS

There will be a meeting of the

Board of Directors

Friday, February 9, 1945, at 12:30 p.m.

at the Parker House

M. D. Liming, Secretary

Meeting of the Board of Directors Friday, February 9, at 12:30 p.m., at the Parker House. Present: President William K. Jackson and Directors Charles Francis Adams, Frank G. Allen. O. Kelley Anderson, Jay R. Benton, Dudley H. Dorr, Carl S. Ell, James T. Gormley, Ralph Hornblower, Durham Jones, Henry Penn, Charles T. Reardon, Glenwood J. Sherrard, Theodore L. Storer, Professor Erwin H. Schell, Chairman of the Special Committee to Survey Chamber Activities, Arthur H. Tully, Jr., Director, Massachusetts Aeronautics Commission, M. D. Liming, Managing Director, Charles E. Lee, Manager, Civic Bureau, and Arthur S. Harris, Assistant Treasurer.

The record of the meeting held January 5, 1945 was approved.

Membership Matters

The Committee on Membership submitted the following reports:

(1) Recommending the acceptance of 28 applications for membership in the Chamber.

It was VOTED that the report be approved and that the applicants named therein be elected to membership in the Chamber subject to the usual ten days posting.

(2) Recommending the acceptance of 17 resignations from membership in the Chamber.

It was VOTED that the report be approved and that the resignations of the men named therein be accepted.

(3) Recommending that the resignation of Harry Ahlquist, Federated Hardware Mutuals, be accepted as of November 30, 1944. The Committee stated that Mr. Ahlquist is no longer connected with the above company but that it would continue to be represented by one member in the Chamber.

(4) Recommending that the votes whereby Charles M. Annis and W. A. Downing were elected to membership be rescinded because of their failure to qualify as members in accordance with the provisions of the by-laws.

It was so VOTED.

Financial Statements

The following comparative financial statements were submitted:

Expense statement as of December 31, 1944 and 1943
Condensed statement of net income and expenses for the twelve months ending December 31, 1944 and 1943
Condensed balance sheet as of December 31, 1944 and 1943

Port of Boston Authority

The President explained in some detail the provisions of identical bills (S. 216 and H. 684) proposing that the present Boston Port Authority be abolished and that in its place there be constituted a Port of Boston Authority. This new body would consist of five men appointed by the Governor with compensation of $50 per diem when on duty, but not in excess of $5000 in any one year, and with authority to appoint a Director and establish his salary. The bills authorize the State Treasurer on request of the Authority to issue bonds not exceeding $15,000,000 to carry out the Authority's duties, and contain various other provisions intended to promote and develop the port.

Attention was called to the fact that the bills as filed might need some minor amendments particularly in the sections defining the Port of Boston.

Mr. Jackson stated that the Governing Board of the Maritime Association of the Chamber had considered these measures and had voted to support them.

Director Jay R. Benton, Chairman of the Greater Boston Development Council, cited the action taken by that organization in support of the proposed legislation.

After further discussion, it appeared to be the unanimous opinion of the Board that the Chamber should do everything possible to assist in securing needed legislation for the proper development of the port. Accordingly, it was VOTED that the Chamber support in principle S. 216 and H. 684, providing for the establishment of a Port of Boston Authority.

Executive Committee

On recommendation of the Committee on Organization, it was VOTED that Dudley H. Dorr be added to the Executive Committee to complete its personnel.

Illness of Henry J. Nichols

The Secretary reported that former President Henry J. Nichols was seriously ill at a local hospital. He was glad to report that, according to recent advices, Mr. Nichols' condition was somewhat improved.

It was VOTED to authorize the Secretary to send flowers to Mr. Nichols accompanied by the best wishes of the Board.

Adjourned at 2:35 p.m.

M. D. Liming

Secretary

Northumberland N.H.
Friday
Feb. 9 - 1945

Dear Frances:-

After all this long time if you can still love me I shall be surprised but I hope that you do.

Its been a long drawn out affair, what with the carpenters coming right after Xmas and three weeks of Flu mixed in.

Well anyway as I said before I just admire the beautiful glasses, you send. I hope that we may use them on special occasions this summer - which I hope will be many. The bath salts are grand - and I'm really "stingy" with them.

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they were going to groom him for Gov. But Steve says his education wouldn't pass the test. Steve has grown

How about all your family?
Has Dave been home yet -
I'm anxious to hear the news.
We have had a real winter -
and still with us - Have
had to use an awful lot
of fuel.
Had one little "outing" with
Ellen. She invited me to go
over to Montpelier to see Steve.
Now I find the Senator is
very popular over there.
Doesn't miss a trick - There
was a hint going around
they were going to groom him
for Gov. But Steve says his
education wouldn't pass the
test. Steve has grown

much thinner. Think he told me he has lost 40# I never found out what they said at the Clinic, more than to put him on the diet, that his lameness was caused by too much weight. He really is jolly & seems much better.

Don't see much of Mae — we never get together much in winter — and that's when we should — to help pass away these long days. Hilda Hayes Malas is in the Lancaster Hospital — Maud told me she was gaining and having a good rest and that her husband was soon going to Chicago to an Electrical [illegible]

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thing
& again.
and
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send.

give my love to all — much loads to you - Judy.

Saw some grand pictures of Jan in the Boston papers.
Summer cant come too soon.

Where is Nick now? Mae
said he was in the South -
but I wondered if he had moved.
Things look better and do
let us hope it means something
and we'll all get together again
soon.

Steve saw Louise's husband
in Montpelier & had a grand
visit. Did I see where their
daughter was married?

I hope you'll forgive me for
not writing before this, and
I assure you ~~that~~ if I'd felt
better it wouldn't have happened.

Give my love to all and loads
to you - Judy.

Saw some grand pictures of Jan in the Boston papers.
Summer can't come too soon.

THE VERMONT ASSOCIATION OF BOSTON

EXECUTIVE COMMITTEE

HARRY R. HILL, PRESIDENT
EDWARD F. PAYNE }
OLNEY S. MORRILL } VICE-PRESIDENTS
DAVID T. MONTAGUE, SECRETARY
OLNEY S. MORRILL, TREASURER
REV. STANLEY G. SPEAR, CHAPLAIN

CLEM M. BATCHELDER
WILLIAM G. LOCKE
DAVENPORT F. DAVIS
LINUS J. LORIMER
ALAN L. DRURY
GEORGE C. STEERS
WALLACE E. CROWLEY
CURTIS R. WELLS
RUSSELL C. PATCH

AND PAST PRESIDENTS

PRESIDENT'S ADDRESS: 441 STUART STREET, BOSTON, TEL. COM. 5800
SECRETARY'S ADDRESS: 73 TREMONT STREET, BOSTON, TEL. LAF. 3808
TREASURER'S ADDRESS: MERCHANT'S NAT'L. BANK, 28 STATE STREET, BOSTON, TEL. CAP. 4200

January 20, 1945

To Members of the Association:

The 56th Annual Dinner of the Association and the 23rd joint Annual Dinner with the Daughters will be held at the Hotel Vendome Saturday evening, February 10th, 1945.

This year the event is sponsored by the Daughters and in recognition of their determination to perpetuate the traditional occasion despite extra cares and responsibilities incident to current conditions, it is hoped you will make a special effort to join us at this Dinner.

The dinner hour is 6:30 o'clock sharp.

Reception in the Salon after the dinner.

Dancing from about 9:30 o'clock until midnight.

Tickets are $2.75, including tax. This is your total cost for Dinner, good music from 7:00 P.M. to midnight and dancing. In view of current circumstances we are pleased at such a reasonable price.

Also, any of our families and friends who do not attend the dinner but who would like to come and dance afterward may do so — expense $1.50, including tax.

The Daughters will have various guests, probably including Governor and Mrs. Tobin, but the principal speaker will be Hon. Ralph E. Flanders, President of the Jones & Lamson Company, Springfield, Vermont and President of the Federal Reserve Bank of Boston. Other speaking will be brief.

RESERVATIONS

To facilitate the arrangements, both by the Daughters and by the Hotel, we must know about how many to provide for. Consequently, tickets should be ordered early.

The tables seat 8 or 10 each; tickets are table numbered and parties wishing to sit together will be accommodated unless requests come too late. Dinner tickets may be had of the Secretary of the Association and of Mrs. Charles J. Gipps, Secretary of the Daughters, 69 Glen Street, Melrose, Telephone, Mel. 4217.

Ticket orders must be in by Thursday, February 8th. In ordering tickets of the Secretary by telephone, ask for Miss Pratt, Laf. 3808.

ANNUAL MEETING

The Annual Meeting of the Association will be held in a parlor of the Hotel after the Reception while the Ballroom is being cleared for dancing. We had the best Annual Meeting last year that we have had for years. Plan to come to the meeting and we will have another good one this year.

ANNUAL DUES

If you owe dues for 1945, as most of us do, a notice is enclosed.

The Annual Sugar Party is scheduled for April 14th. Make a note on the family calendar.

By Order of the Executive Committee,
Harry R. Hill, President
D. T. Montague, Secretary

n Dinner was called off.

THE VERMONT ASSOCIATION OF BOSTON

EXECUTIVE COMMITTEE

HON. JAY R. BENTON, PRESIDENT
HARRY R. HILL } VICE-PRESIDENTS
EDWARD F. PAYNE }

DAVID T. MONTAGUE, SECRETARY
OLNEY S. MORRILL, TREASURER
REV. STANLEY G. SPEAR, CHAPLAIN

CLEM M. BATCHELDER
WILLIAM G. LOCKE
DAVENPORT F. DAVIS

LINUS J. LORIMER
ALAN L. DRURY
GEORGE C. STEERS

WALLACE E. CROWLEY
CURTIS R. WELLS
RUSSELL C. PATCH

AND PAST PRESIDENTS

PRESIDENT'S ADDRESS: 160 CONGRESS ST., BOSTON, TEL. LIB. 1563
SECRETARY'S ADDRESS: 73 TREMONT ST., TEL. LAF. 3808
TREASURER'S ADDRESS: MERCHANT'S NAT'L. BANK, 28 STATE ST., TEL. CAP. 4200

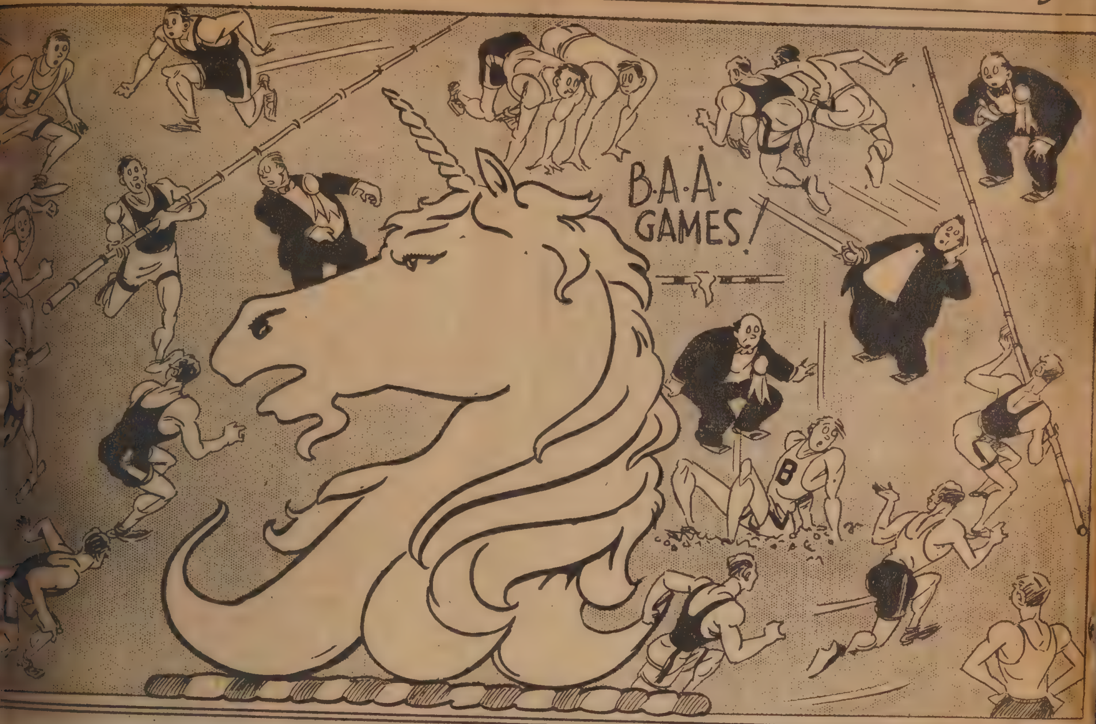
1/18 45

Dear Mr. Benton,

Pres. Hill would like to appoint
Chairman of the Nominating Committee to nominat
officers for the ensuing year.
Will you be able + willing to serve?
The An. Meeting to to be held after the Annual D
Sat. eve Feby. 10th at the Vendome. The Daughters ha
change this year.

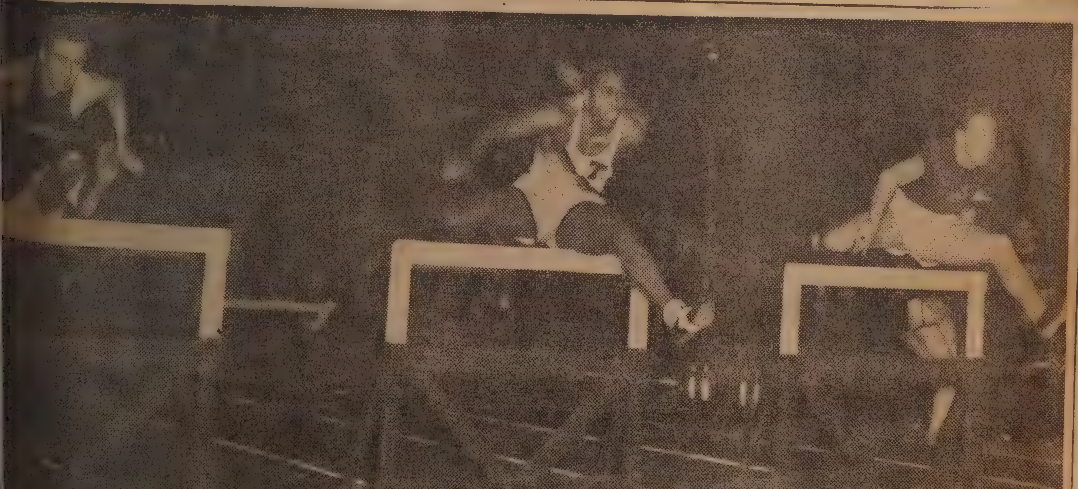
Yours
D. T. Montague
Secy.

ight's the Night! -:- By Bob Coyne


B.A.A. GAMES!
P
B

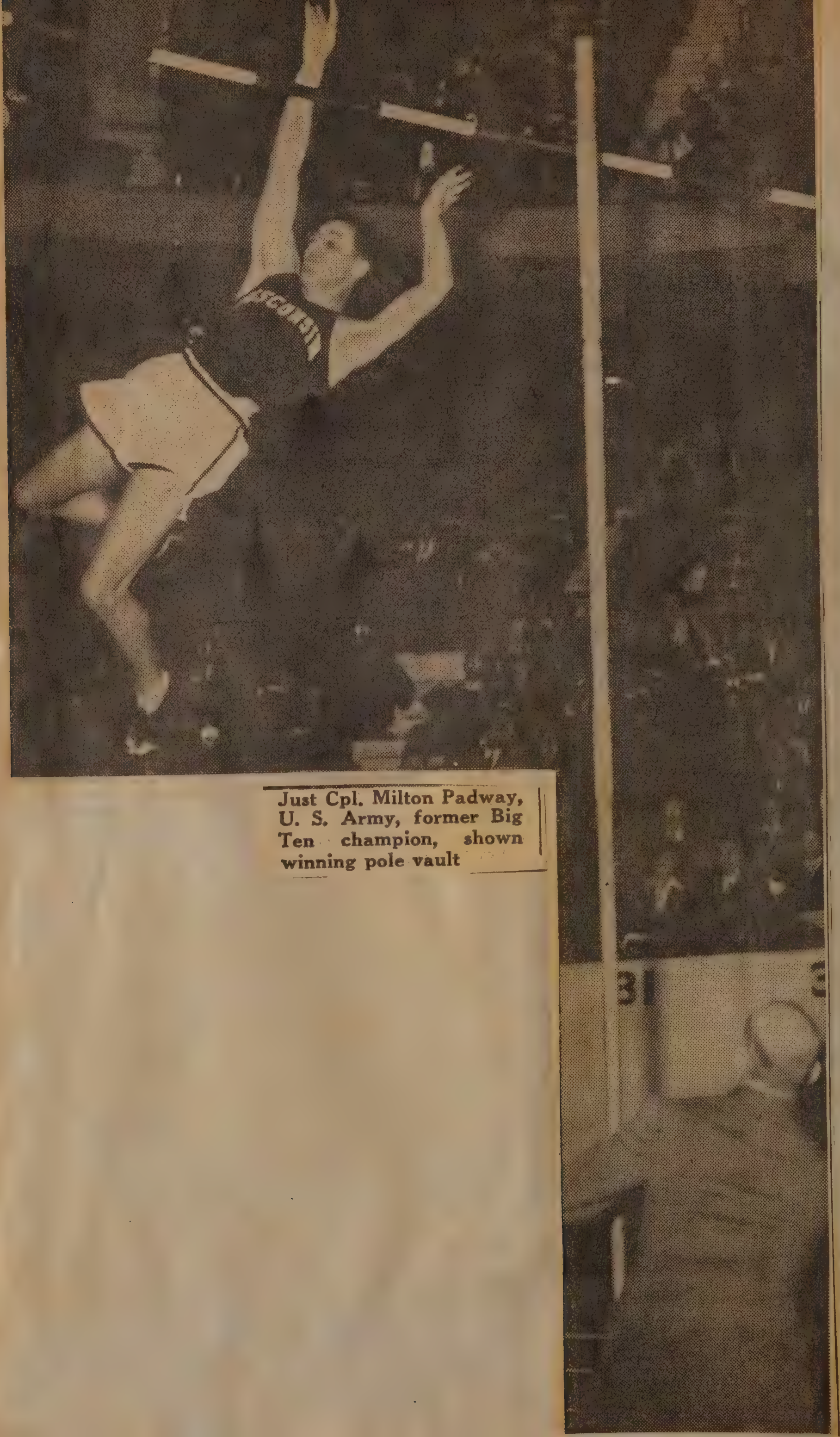
ST GUARDSMAN gets there first—and in a great . Herb Thompson, USCG, Long Island, streaked to ry in Briggs 50-yard dash which got B. A. A. 56th away to a flying start last night at the Garden. In swift pursuit was Barney Ewell, Camp Kilmer, N. J., second, and Bill Mathis, extreme right, Washington, D. C., schoolboy, third.

AP Photo



TIMBER TOPPER from Toronto, Don Kinzle, RCAF flight officer, stepped south of the border, stepped swiftly over the hurdles and won the 45-yard event last night in B. A. A. Garden meet. He's at extreme right. The time was 5.8. Ed Dugger, center, formerly of Tufts, and A. A. Snyder, Dartmouth, shown going over the final hurdle, were second and third.

AP Photo



Just Cpl. Milton Padway, U. S. Army, former Big Ten champion, shown winning pole vault

Fifty Sixth Annual

B·A·A·

INDOOR GAMES

Feb. 10 1945

BOSTON GARDEN

OFFICIAL PROGRAM

25c

FOR VICTORY

HELP YOUR COUNTRY HELP YOURSELF

Keep on Investing in

UNITED STATES
WAR STAMPS AND BONDS

Regularly

●

STATE STREET TRUST COMPANY

BOSTON, MASSACHUSETTS

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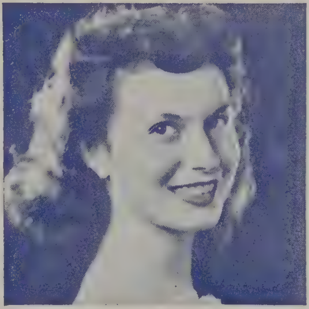


Lucille

(MISS MASSACHUSETTS, 1944)

Vocalist with

BOB HARDY

AND HIS ORCHESTRA

Now in

THE V ROOM

●●● —

an intimate charming spot for

COCKTAILS AND DANCING

at the

HOTEL LENOX

Walter E. Seaver, Managing Director

EXETER and BOYLSTON STS.
at Copley Square, BOSTON

Boston Athletic Association

56th Annual Indoor Games

1889

1945

Saturday Evening, February 10, 1945

Boston Garden, Boston

The Boston Athletic Association

Officers and Directors for 1944-1945

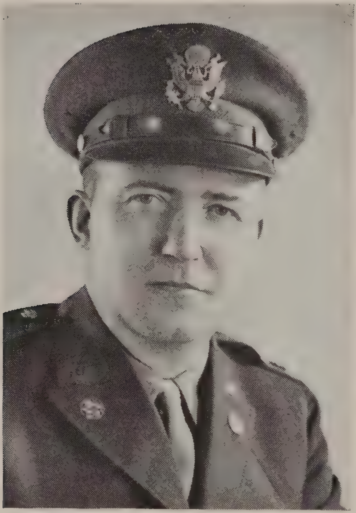


Photo. by Ferguson

LT. COL. WALTER A. BROWN
President

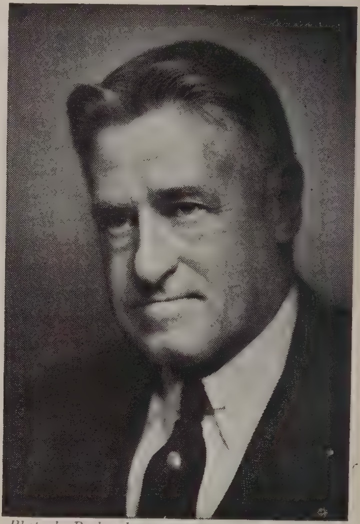


Photo. by Bachrach

RALPH E. BROWN
Secretary-Treasurer

President, LT. COL. WALTER A. BROWN
Vice-President, CAPTAIN RAYMOND W. LAPHAM
Secretary-Treasurer, RALPH E. BROW

GOVERNING COMMITTEE

LT. COL. WALTER A. BROWN
EARLE R. BARNARD
CAPTAIN RAYMOND W. LAPHAM
WILLIAM J. CONNELL
C. DESMOND WADSWORTH
RALPH E. BROWN
DR. WILLIAM R. ROSS

HOUSE COMMITTEE

EARLE R. BARNARD, Chairman
GEORGE B. EMERSON

AUDITING COMMITTEE

DR. A. McK. FRASER
CLARENCE A. BARNES
EARLE R. BARNARD

ATHLETIC COMMITTEE

C. DESMOND WADSWORTH
Chairman
LT. COL. WALTER A. BROWN
THOMAS J. KANALY
CAPTAIN RAYMOND W. LAPHAM

TO THE MEMBERS AND FRIENDS OF THE BOSTON ATHLETIC ASSOCIATION

This will be the Fifty-sixth consecutive year in which the Boston Athletic Association Indoor Games has been one of the more important events of the winter sports season. Because of the war, many sports have naturally been forced to curtail their programs and in many instances to postpone further activities until after the end of the war.

The Boston Athletic Association has found it possible to carry on, this year. Tonight's entry list may not offer the profuse number of scintillating stars that have graced the pages of the B. A. A. program in other years, yet tonight's events offer a well balanced competitive list of entries, and we hope will bring to the front new talent of championship calibre.

The B. A. A. Indoor Games have been a prominent part of every winter season since the year 1890, when the first games were held. They have survived three wars without a break in continuity. Every champion of worldwide prominence has been a competitor at one or more series of these winter indoor events. Records have been smashed and new stars have burst into prominence, just as it is possible some new star may receive the public acclaim, tonight.

We feel that the B. A. A. Games are carrying on an American tradition; that the B. A. A. Games are a part of those many things that make up the American life that we all desire to have as a part of a free and peaceful world.

LIEUT. COL. WALTER A. BROWN,
President.

THE B. A. A. GAMES TROPHIES

THE HUNTER TROPHY

George L. Hunter offered this trophy in his name for the Mile Run at the B. A. A. Games in 1911. Three of these trophies have come to rest in the Trophy Room of the Illinois A. C. in Chicago. Abel Kiviat of New York won in 1911, 1913 and 1914. Joie Ray of the Illinois A. C. won in 1918, 1919 and 1920, and carried off the second cup. Harold Cutbill of the B. A. A. won in 1921, and Mr. Ray came back the next three straight years to take away his second Hunter Trophy. The fifth trophy went to the University of Pennsylvania. Glen Cunningham took over the reins in 1937 and cleaned up in three straight years. The first leg on the seventh Hunter Mile Trophy was won in 1940 by "Chuck" Fenske. Les MacMitchell of New York University won in 1941 and 1942 and a new trophy went into competition in 1943 with Frank Dixon, New York University, the first winner. Gilbert Dodds won the second leg last year.

HUNTER TROPHY

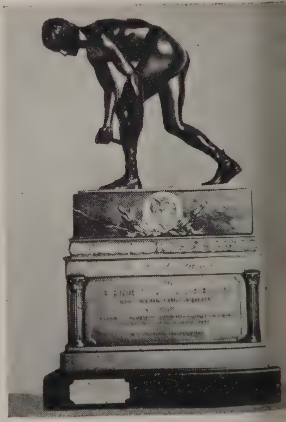
THE BILLINGS TROPHY

Colonel George B. Billings, in whose memory the trophy for the two miles run is offered, wa chairman of the B. A. A. Athletic Committee for nearly thirty years. Don Lash, of Indiana Un versity, won the first trophy in 1938. In 1940 J. Gregory Rice of South Bend, Indiana, cam home in first place and captured the second trophy in 1941. In 1942 a new Billings Trophy wen into competition and Greg Rice was the first winner of the first leg, and again in 1943. Ensig Ollie Hunter, U.S.N. won last year. Greg Rice became permanent possesor. A new trophy goe into competition this year.

THE LAPHAM TROPHY

BILLINGS TROPHY

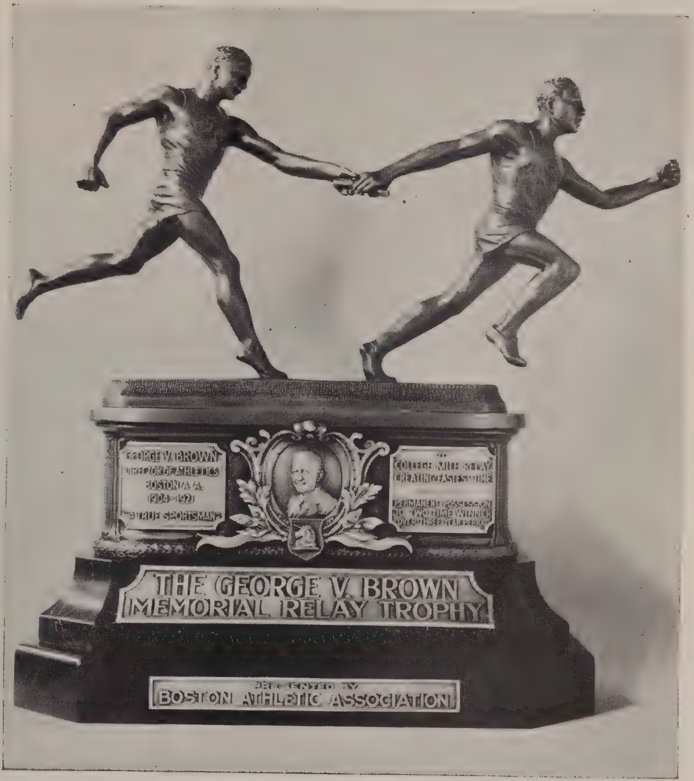
The trophy, donated by the late Henry G. Lapham, has been in competition since 1936. Charlie Hornbostel won in 1936 in 2 minutes, 13.6 seconds; Lou Burns, Manhattan, won in 1937 in 2 minutes, 17.6 seconds, and Charlie Beetham, New York Curb Exchange, was the winner in 1938, same time as Burns. The first trophy was awarded to Hornbostel, who had the fastest time. The second trophy was won by John Borican by two wins, 1939 and 1940. A new trophy went into competition in 1941. John Borican captured the first leg. In 1943 Fred Sickinger of Manhattan College was winner of the event, and John Fulton of Stanford University won last year. A new trophy goes into competition this year.



LAPHAM TROPHY

THE B. A. A. GAMES TROPHIES

THE GEORGE V. BROWN MEMORIAL TROPHY


GEORGE V. BROWN
DIRECTOR OF ATHLETICS
BOSTON A. A.
1904-1921
"A TRUE SPORTSMAN"
COLLEGE MILE RELAY
CREATING FASTEST TIME
PERMANENT POSSESSION TO TWO TIME WINNER OVER THREE YEAR PERIOD
THE GEORGE V. BROWN MEMORIAL RELAY TROPHY
PRESENTED BY
BOSTON ATHLETIC ASSOCIATION

WINNERS

1938—New York University
1939—Fordham University
1940—New York University
First Trophy won by New York University
1941—Fordham University
1942—Georgetown University
1943—Georgetown University
Second Trophy won by Georgetown University
1944—Univ. of Rochester

The third George V. Brown One Mile Intercollegiate Relay Trophy went into competition last year. New York University became the permanent owner of the first trophy and Georgetown of the second. The award is made in memory of George V. Brown, who for a period of some 35 years, right up to his death in 1937, was mainly responsible for the calibre and success of the annual B. A. A. Indoor Games.

George V. Brown devoted his life to the uplift and betterment of amateur athletics and amateur athetes. In gracious memory of this true sportsman, there was placed in competition in 1938 for the first time this new trophy to be awarded in the One Mile Intercollegiate event. Known as the George V. Brown Memorial Trophy, this award is a three-year trophy to be won by the team making the fastest time in the event. It becomes a permanent trophy of a two-year winner, or in the event of three winners, it goes to the team making the fastest time. At the time of his death, George V. Brown was General Manager of Boston Garden and a Member of the Athletic Committee and Board of Directors of the Boston Athletic Association.

THE HOLLIS TROPHY

A new Hollis 600 Yards Trophy goes into competition this year, presented by James B. Hollis, former president of the B. A. A. This is the fourth in competition. In 1937 and '38 Jimmy Herbert won the first trophy. Bill Fritz won the first leg on the second Hollis Trophy in 1939. Charlie Beetham came home in first place in 1940 and again in 1941, winning the second trophy. Charlie Beetham was winner of the event in 1942, Hugh Short, Georgetown University, won in 1943 and Bob Ufer of Univ. of Michigan was last year's winner. Beetham became permanent possessor.

The John J. Hallahan Memorial Trophy

Awarded for Performance, Competitive Spirit and Sportsmanship

PAST WINNERS

1934—ARNOLD ADAMS
1935—JOE McCLUSKEY
1936—GENE VENZK
1937—DON LASH
1938—JIM LIGHTBODY
1939—CORNELIUS WARMERDAM
1940—JOHN BORICAN
1941—EARLE MEADOWS
1942—CORNELIUS WARMERDAM
1943—HUGH SHORT
1944—GILBERT H. DODDS

For the past eleven years the John J. Hallahan Memorial Trophy has been one of the most sought after of the trophies awarded at any indoor meet in America. Every athlete competing in the B. A. A. Indoor Games is eligible for selection for this award. It is annually presented to that contestant who, according to the Trophy Committee, shows the best performance, the greatest competitive spirit and the truest sportsmanship. The winner of this trophy gains real distinction as being elected the outstanding athlete of the games. The permanent trophy a sterling silver bowl, is held annually by the club or college which the winner represents, while a smaller replica goes outright to the individual winner.

The John J. Hallahan Memorial Trophy was presented to the B. A. A. by friends and associates of the late "Johnny" Hallahan, track editor of the Boston Globe, who was known and beloved by thousands of track followers durin more than forty years prior to his death. H was rated one of the greatest authorities of trac athletics. He was an announcer at all the im portant track meets, and before the day of "pub lic address systems" was known as the "littl man with the big voice." He was a familia figure at the Olympic Games.

A committee of eight, composed of the spor editors of the seven Boston newspapers, and th chairman and members of the B. A. A. athlet committee, will make the 1944 award. Th committee is composed of the following: Thom J. Kanaly, Huck Finnegan (Boston American Joe Cashman (Daily Record), Arthur Sieg (Boston Traveler), Jerry Nason (Boston Globe Arthur Duffey (Boston Post), Burt Whitmo (Boston Herald), C. Desmond Wadsworth, Bo ton Athletic Association.

APPRECIATION

Fifty-six years is a long time. It is a long time particularly for such an event as the Boston Athletic Association Indoor Games, to run continuously and still retain its high standing as one of the most notable athletic events in the world.

This marvelous record could only be attained and held throughout the years by having the wholehearted support of the public of Boston and New England. That support has been attained in a great measure, not only by the B. A. A.'s success in bringing to Boston the best possible competitive athletes, but also by the co-operation of the members of the press and radio, who have materially helped in publicising the games.

The B. A. A. Games have also been assisted to a great extent, down through the years, by the many Boston business concerns, who have supported them by means of paid advertising in our annual programs, and in other beneficial ways.

The B. A. A. Games would be impossible without the aid obtained from the Amateur Athletic Union, the Intercollegiate Association, the officers and officials of the district organizations, the college and club track coaches and physical directors, and particularly the competing athletes themselves. During the present wartime years there has been the kindness and co-operation of the physical officers and officials that have made it possible for members of the armed forces in this vicinity to compete.

It has taken all this, plus the work of a handful of men who comprise the Athletic Committee of the B. A. A. to retain the Indoor Games on their high plane, and to carry on through these dire days of war.

It is, therefore, with a feeling of heartfelt gratitude that the Boston Athleitc Association hereby expresses its appreciation and thanks, to all the aforesaid people for all they have done, not only this year, but in the years that have gone before. May we say that it is the inspiration of this organization to provide better and better competition to further the cause of amateur athletics in the years to come, and to carry on the tradition of these B. A. A. Indoor Games.

C. DESMOND WADSWORTH,
Chairman Athletic Committee.

RECORDS OF BOSTON ATHLETIC ASSOCIATION GAMES

Events	Record	Holder	Affiliation	Year
45 H. HURD★	5.6	†	—	—
50 YD. DASH	5.3	**	—	—
600	1.11.8	C. Beetham H. Short	Ohio Georgetown	1942 1943
1000	2.12.0	J. Borican	N. Jersey	1940
1 MILE	4.09.5	G. Dodds	B.A.A.	1944
2 MILES	8.53.4	G. Rice	N.Y.A.C.	1942
3 MILES	14.44.6	V. Booth	Mill.A.C.	1925
1 MI. RELAY	3.21.2	Fordham	Struble Bennett Winn Campbell	1940
2 MI. RELAY	7.48.4	Manhattan	Almwick Sheehan Neidnig Zeitler	1940
1 MI. FR. RELAY	3.25.6	Seton Hall	Janiak Cullen Dineen Matyunas	1940
POLE VAULT	15′,7 ¼″	C. Warmerdam	Oly. Club	1942
HIGH JUMP	6′,8½″	G. Spitz	N.Y.U.	1932
BROAD JUMP	23′, 6⅜″	E. Peacock	Temple	1936
SHOT PUT	51′,11⅛″	L. Sexton	N.Y.A.C.	1932

BOSTON ARENA RECORDS

Events	Record	Holder	Affiliation	Games	Year
45 H. HURD★	5.8	E. M. Wells	B.A.A.	B.A.A.	1927 1932
50 YD. DASH	4.6	‡	—	—	—
600	1.14.2	E. Roll	New A.C.	B.A.A.	1932
1000	2.12.8	L. Hahn	B.A.A.	N.E.A.A.U.	1928
1 MILE	4.15.2	J. Ray	Ill. A.C.	B.A.A.	1925
2 MILES	9.15.8	P. Nurmi	Finland	B.A.A.	1929
3 MILES	14.44.6	V. Booth	Mill. A.C.	B.A.A.	1925
1 MI. RELAY	3.24.8	Holy Cross	Klumback Holland Morin McCafferty	B.A.A.	1930
2 MI. RELAY	7.55.4	Bates	Cole Adams Chapman Viles	B.A.A.	1931
1 MI. FR. RELAY	3.34.6	Harvard	Littman Bowditch Calvin Locke	B.A.A.	1932
POLE VAULT	14′, 0″	T. Lee	Yale	B.A.A.	1932
HIGH JUMP	6′, 8½″	G. Spitz	N.Y.U.	B.A.A.	1932
BROAD JUMP	21′, 1¼″	A. E. French	Harvard	Tri. Meet	1928
SHOT PUT	51′, 11⅛″	L. Sexton	N.Y.A.C.	B.A.A.	1932

BOSTON GARDEN RECORDS

Events	Record	Holder	Games	Year
45 H. HURD★	5.6	†	B.A.A.	—
50 YD. DASH	5.3	**	B.A.A.	—
600	1.11.8	C. Beetham H. Short	B. A. A. B. A. A.	1942 1943
1000	2.11.8	C. Kane	Prout	1941
1 MILE	4.09.5	G. Dodds	B.A.A.	1944
2 MILES	8.53.4	G. Rice	B.A.A.	1942
3 MILES	15.05.4	L. Pawson	B.A.A.	1940
1 MI. RELAY	3.21.2	Fordham I.	B.A.A.	1941
2 MI. RELAY	7.48.4	Manhattan II.	B.A.A.	1940
1 MI. FR. RELAY	3.25.6	Seton Hall III.	B.A.A.	1940
POLE VAULT	15′, 7¼″	C. Warmerdam	B.A.A.	1942
HIGH JUMP	6′, 8¼″	L. Steers	B.A.A.	1940
BROAD JUMP	23′, 6⅜″	E. Peacock	B.A.A.	1936
SHOT PUT	51′, 2½″	D. Zaitz	B.A.A.	1936

★ World's Record.

Compilations by Oscar F. Hedlund

‡ L. Murchinson, N.A.C., 1925-1926; E. Morrell, B.U., 1928; L. Pattee, B.U., 1929; J. Daley, H.C., 1930. (Distance 40 yards.)

†F. Wolcott, Rice Univ., 1941; E. Dugger, Dayton, O., 1942.

**H. Thompson, Jersey City, 1941;
N. Ewell, Penn State, 1942.
E. Conwell. N. Y. U., 1944.

I. Struble, Bennett, Winn, Campbell.
II. Almwick, Sheehan, Neidnig, Zeitler.
III. Janick, Cullen, Dineen, Matyunas.

"ROY PHILLIPS MEMORIAL TROPHY"

ROY PHILLIPS
...ACLE RACE TROPHY

The "Roy Phillips Memorial Trophy" donated by Tufts College in memory of the late Tufts College student and intercollegiate two miles champion who lost his life in the service of his country in the European Theotre of Operations. This trophy is to be awarded to the winner of the Servicemen's Obstacle Race in tonight's B. A. A. Games.

THE SHIPSTADS AND JOHNSON

ICE FOLLIES OF 1945

FEBRUARY 20 thru MARCH 4

MATINEES – SATURDAYS AND SUNDAYS
SPECIAL MATINEE WASHINGTON'S BIRTHDAY

Reserved Seats — $1.20 - $1.80 - $2.40 - $3.60 - Tax Inc.
Evenings at 8:30 Matinees at 2:30

• BOSTON GARDEN •

QUARTERS OF BOSTON'S ELEVEN FASTEST INDOOR ONE MILE RUNS

Runner	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	One Mile Time	Games
G. DODDS	63.6 (1.03.6)	58.7 (2.02.3)	61.7 (3.04.0)	65.5 (4.09.5)	4.09.5	B.A.A. 1944
MEHL	61.2 (1.01.2)	64.2 (2.05.4)	63.6 (3.09.0)	60.7 (4.09.7)	4.09.7	K. of C. 1941
CUNNINGHAM	60.0 (1.00.0)	64.6 (2.04.6)	63.4 (3.08.0)	62.0 (4.10.0)	4.10.0	B.A.A. 1938
FENZKE	60.3 (1.00.3)	65.7 (2.06.0)	64.0 (3.10.0)	60.3 (4.10.3)	4.10.3	K. of C. 1940
McMITCHELL	62.5 (1.02.5)	61.5 (2.04.0)	68.0 (3.12.0)	58.7 (4.10.7)	4.10.7	B.A.A. 1941
CUNNINGHAM	62.3 (1.02.3)	64.4 (2.06.7)	64.5 (3.11.2)	59.6 (4.10.8)	4.10.8	B.A.A. 1939
FENZKE	61.4 (1.01.4)	65.6 (2.07.0)	65.5 (3.12.5)	58.7 (4.11.2)	4.11.2	B.A.A. 1940
DIXON	63.9 (1.03.9)	64.7 (2.08.6)	62.5 (3.11.1)	60.3 (4.11.4)	4.11.4	B.A.A. 1943
McMITCHELL	61.2 (1.01.2)	65.4 (2.06.6)	64.9 (3.11.5)	60.3 (4.11.8)	4.11.8	B.A.A. 1942
CUNNINGHAM	64.0 (1.04.0)	62.4 (2.06.4)	64.6 (3.11.0)	60.9 (4.11.9)	4.11.9	K. of C. 1937
CUNNINGHAM	63.8 (1.03.8)	64.4 (2.08.2)	63.2 (3.11.4)	60.9 (4.12.3)	4.12.3	B.A.A. 1937
SELECTED QUARTERS						
	60.0 (1.00.0)	58.7 (1.58.7)	61.7 (3.00.4)	58.7 (3.59.1)	3.59.1	

HUNTER MILE WINNERS

Year	Winner	Time
1944	G. Dodds, B.A.A.	4.09.5
1943	F. Dixon, N.Y.U.	4.11.4
1942	L. McMitchell, N.Y.U.	4.11.8
1941	L. McMitchell, N.Y.U.	4.10.7
1940	C. Fenzke, Ind.	4.11.2
1939	G. Cunningham, N.Y.C.	4.10.8
1938	G. Cunningham, N.Y.C.	4.10.0
1937	G. Cunningham, N.Y.C.	4.12.3
1936	G. Venzke, Penn.	4.14.4
1935	G. Venzke, Penn.	4.17.6
1934	G. Cunningham, Kan.	4.18.4
1933	C. Coan, Penn.	4.17.5‡
1932	L. Lermond, B.A.A.	4.16.0
1931	L. Lermond, B.A.A.	4.19.2
1930	R. Conger, Ill.A.C.	4.22.2
1929	R. Conger, Ill.A.C.	4.21.0
1928	L. Hahn, B.A.A.	4.22.8
1927	L. Hahn, B.A.A.	4.20.4
1926	J. Connolly, N.Y.A.C.	4.22.4
1925	J. Ray, Ill.A.C.	4.15.2
1924	J. Ray, Ill.A.C.	4.18.0
1923	J. Ray, Ill.A.C.	4.19.0
1922	J. Ray, Ill.A.C.	4.20.4†
1921	H. Cutbill, B.A.A.	4.22.6
1920	J. Ray, Ill.A.C.	4.23.2
1919	J. Ray, Ill.A.C.	4.22.2
1918	J. Ray, Ill.A.C.	4.24.6
1917	M. Devaney, I.A.A.C.	4.25.2
1916	D. Caldwell, B.A.A.	4.25.2
1915	M. Devaney, I.A.A.C.	4.24.2
1914	A. Kiviat, I.A.A.C.	4.28.0
1913	A. Kiviat, I.A.A.C.	4.26.4
1912	O. Hedlund, B.A.A.	4.23.8
1911	A. Kiviat, I.A.A.C.	4.29.2*

*Mechanics Bld., 1911–21.
†Boston Arena, 1922–32.
‡Boston Garden, 1933.

Compilation by O. F. Hedlund, 1945

FIFTY-SIXTH ANNUAL INDOOR GAMES

FEBRUARY 10, 1945

ORDER OF EVENTS

VENT NO. 1
45 YARDS HIGH HURDLES, SCRATCH
Trial and Semi-Final Heats

VENT NO. 2
50 YARDS DASH, SCRATCH
Trial and Semi-Final Heats

VENT NO. 3
POTATO RACE FOR SERVICEMEN
Trial Heats

TEAM RACES

EVENT NO. 4
Worcester Academy vs. LaSalle Academy

EVENT NO. 5
Bowdoin College vs. Northeastern University

EVENT NO. 6
45 YARDS HIGH HURDLES, SCRATCH
Final Heat

EVENT NO. 7
50 YARDS DASH, SCRATCH
Final Heat

EVENT NO. 8
POTATO RACE FOR SERVICEMEN
Final Heat

TEAM RACES

VENT NO. 9
Interscholastic Two Miles Relay — Bishop Loughlin H. S., Brooklyn, N. Y., vs. All-Boston High School vs. All-Suburban High School.

VENT NO. 10
Midget Relay — Public Latin School vs. English High School vs. H. S. of Commerce vs. Boston Technical School.

ENT NO. 11
Harvard University vs. Cornell University vs. Massachusetts Institute of Technology.

ENT NO. 12
LAPHAM 1000 YARDS RUN, SCRATCH
(Henry G. Lapham Trophy)

TEAM RACES

ENT NO. 13
Williams Collegee vs. Tufts College vs. Rhode Island State College

EVENT NO. 14
Massachusetts State High School Relay Championship

EVENT NO. 15
HOLLIS 600 YARDS RUN, SCRATCH
(James B. Hollis Trophy)

TEAM RACES

EVENT NO. 16
Boston College vs. Holy Cross College

EVENT NO. 17
Andover Academy vs. Exeter Academy

EVENT NO. 18
OBSTACLE RACE FOR SERVICEMEN

EVENT NO. 19
Trial Heats

HUNTER MILE, SCRATCH
(George L. Hunter Trophy)

TEAM RACES

EVENT NO. 20
Catholic High School Relay — Mission High, Roxbury; Boston College High; St. John's High, Danvers; St. Mary's High, Brookline; Keeith Academy, Lowell

EVENT NO. 21
University of Pennsylvania vs. University of Rochester vs. Dartmouth College.

EVENT NO. 22
BILLINGS TWO MILES RUN, LIMITED HANDICAP
(Col. George B. Billings Trophy)

EVENT NO. 23
OBSTACLE RACE FOR SERVICEMEN
Final Heat

TEAM RACES

EVENT NO. 24
Intercollegiate Two Miles Relay — New York University vs. Massachusetts Institute of Technology vs. Harvard Uniersity vs. Colgate Uniersity

EVENT NO. 25
New York University vs. Baldwin-Wallace College

FIELD EVENTS

EVENT NO. 26
RUNNING HIGH JUMP, SCRATCH

EVENT NO. 27
POLE VAULT, SCRATCH

THE TRACK MEASURES ELEVEN LAPS TO THE MILE

hese Games are sanctioned by the Amateur Athletic Union and the New England Association of the Amateur Athletic Union

LIST OF OFFICIALS FOR B. A. A. GAMES

FEBRUARY 10th, 1945

GAMES COMMITTEE

C. DESMOND WADSWORTH, Chairman
LIEUT.-COL. WALTER A. BROWN, U. S. Army
CAPT. RAYMOND W. LAPHAM, U. A. Army
THOMAS J. KANALY, President, N. E. A. A. A. U.

HONORARY REFEREES

HIS EXCELLENCY, MAURICE J. TOBIN
Governor of Massachusetts
HON. JOHN E. KERRIGAN
Mayor, City of Boston
HON. J. HUBERT CORCORAN
Mayor, City of Cambridge
DR. WALTER G. KENDALL
Boston Athletic Association
MAJOR-GENERAL SHERMAN MILES
United States Army
REAR ADMIRAL FELIX GYGAX
United States Navy

REFEREE

DR. GILBERT HORRAX, Williams College

JUDGES AT FINISH

ALBERT T. HART, B. A. A.
(Chief Judge)
DANIEL J. FERRIS, Secretary-Treasurer, A. A. U.
JOSEPH McKENNEY, Boston College
FRANK P. SHEEHAN, Boston
WILLIAM P. KENNEY, Boston
COLONEL WILLIAM J. BINGHAM, U. S. Army

TIMERS

ELLERY P. KOCH, Boston A. A.
(Chief Timer)
J. J. NORTON, Boston A. A.
HOWARD CARLEY, Waltham
ROBERT T. DIEGES, New York A. C.
CHARLES FLEMING, Holy Cross

FIELD JUDGE

W. A. COMINS, Yale (Chief)
JOHN F. McKITTRICK, Boys' Club, Boston
HARRY A. BARWISE, Boston A. A.
LIEUT.-COMDR. CARL OLSON, U. S. Navy

CLERK OF COURSE

RICHARD C. FLOYD, Harvard

ASSISTANT CLERKS OF COURSE

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ASSISTANT ANNOUNCER

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LESLIE J. STOUT, Boston A. A.
KENNETH B HILL, Dartmouth

CHIEF SCORER

THOMAS A. ASHLEY, Boston A. A.

SCORERS

FRANCIS J. FACEY, Boston A. A.
E. S. PARSONS, Northeastern University
E. F. WALSH, Armory A. A.
JOHN D. O'REILLY, Boston
JOHN D. SEMPLE, U. S. Navy
JOSEPH SPEAR, Northeastern University

MARSHALS

RALPH E. BROWN, Boston A. A. (Chief)
EARLE R. BARNARD, Boston A. A.
JOHN P. CURLEY, Boston College
LAWRENCE J. JOHNSON, Boston

PHYSICIANS

DR. EDWARD J. O'BRIEN, Boston A. A.
DR. JOHN L. DOHERTY, Boston

CUSTODIANS OF PRIZES

WESTON B. HASKELL, Boston A. A. (Chief)
JOHN P. GOOD, Brown A. A.
THOMAS F. BURKE, Boston A. A.
CHARLES M. MITCHELL, JR.

DIRECTOR OF GAMES

C. DESMOND WADSWORTH, Boston A. A.

REGISTRATION COMMITTEE

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CHARLES F. GORMAN, St. Leo's Boys' Club
BEN LEVIAS, Roxbury Post, No. 44, A. L.

RESERVE OFFICIALS

JOHN A. LANE, Boston
PAUL PILGRIM, New York A. C.
FRANK A. BRENNAN, New York K. of C.
PAUL HERBERT, Boston A. A.
CHARLES L. ORNSTEIN, New York
FRANK F. BRUCE, Quincy

Program Subject to Change

Unforseen circumstances due to exigencies of the war may compel modifications in our program after it goes to press. We trust that our patrons will bear with us where such changes become necessary.

EVENT No. 1

45 Yards High Hurdles, Scratch

***Indoor Record, 5.6 seconds. Fred Wolcott, B. A. A. Games, Feb. 8, 1941; Edward Dugger, B. A. A. Games, Feb. 14, 1942.**

*Noteworthy performance
Last year's winner — Ray Ramsey, Columbia Midshipman School. Time, 5.8 seconds.

Rule XV., Paragraph 7—A. A. U. Rules—"No penalty shall be imposed for the first false start but the Starter shall, except in the Pentathlon and Decathlon, disqualify the offenders on the second false start."

Trial and Semi-Final Heats

Reg. No.	Com. No.	Name	Affiliation
	14	Edward Dugger,	Dayton, Ohio.
	21	Don Kinzle,	R. C. A. F., Toronto, Canada.
	26	Tom Whitney,	U. S. A. Air Force, Washington, D. C.
	35	Edward A. Haire,	R. I. State College.
20290	37	Edward Petrolla,	R. I. State College
	48	A. Wolozin,	Tufts College.

Reg. No.	Com. No.	Name	Affiliation
	49	T. Neilson,	Tufts College.
2795	67	H. N. Burnham, Jr.,	Bowdoin College.
20211	122	Abe King,	Boston College.
19860	128	William J. Fleming,	LaSalle Academy
	221	Everett Dowe,	Holy Cross College.
20346	288	A. A. Snyder,	Dartmouth College.
	303	Henry Miller,	University of Rochester.

1st Heat won by No.........................2nd No.........................3rd No.........................Time.........................

2nd Heat won by No.........................2nd No....... ....3rd No.........................Time.........................

3rd Heat won by No.........................2nd No.........................3rd No.........................Time.........................

SEMI-FINAL HEATS

1st Heat won by No.........................2nd No.........................3rd No.........................Time.........................

2nd Heat won by No.........................2nd No.........................3rd No.........................Time.........................

The ringing of the bell or firing of gun will denote the start of the last lap.

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EVENT No. 2

50 Yards Dash, Scratch

Indoor Record, 5⅕ seconds. J. G. Loomis, 1916.

*Noteworthy performance

Last year's winner — Edward Conwell, New York University. Time, 5.3 seconds.

Trial and Semi-Final Heats

Reg. No.	Com. No.	Name	Affiliation
	13	Rudolph Nedd,	New York Pioneer Club.
	14	Edward Dugger,	Dayton, Ohio.
	17	Eulace Peocack,	U. S. C. G., New York.
	18	Henry N. Ewell,	Camp Kilmer, N. J.
	23	Herbert F. Thompson,	U. S. C. G., Long Island, N. Y.
	29	E. N. Grosse,	University of Pennsylvania.
	35	Edward A. Haire,	R. I. State College.
	36	Anthony A. Brown,	R. I. State College.
	45	R. Southwick,	Tufts College.
	46	Ed Cosgrove,	Tufts College.
	47	Bob Kelliher,	Tufts College.
2569	77	Milford Parker,	New York University.
	78	Edward Conwell,	New York University.
20210	121	Art Collins,	Boston College.
20262	130	W. Casey,	M. I. T.
20269	131	W. Grant,	M. I. T.
20333	212	Ed Timmes,	Williams College.
20322	218	Robert Scully,	Holy Cross College.
20319	219	Francis Murphy,	Holy Cross College.
	220	William Schooair,	Holy Cross College
20154	227	Charles Fraser,	Northeastern University.
19799	271	Gilbert L. Walker, Jr.,	Unattached.
	272	Robert S. Beach,	Andover Academy.
20348	287	L. M. Gold,	Dartmouth College.
20242	325	Jack Abrams,	Lowell High School.
946	326	William Mathis,	Cardoza H. S., Washington, D. C.

1st Heat won by No.......................2nd No.......................3rd No.......................Time.......................

2nd Heat won by No.......................2nd No.......................3rd No.......................Time.......................

3rd Heat won by No.......................2nd No.......................3rd No.......................Time.......................

4th Heat won by No.......................2nd No.......................3rd No.......................Time.......................

SEMI-FINAL HEATS

1st Heat won by No.......................2nd No.......................3rd No.......................Time.......................

2nd Heat won by No.......................2nd No.......................3rd No.......................Time.......................

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EVENT No. 3

Potato Race for Servicemen

Under A. A. U. rules governing potato racing, there should be placed on the starting line for each competitor one receptacle not more than two feet in height and having an opening not more han 36 inches in circumference. Upon a straight line drawn from said receptacle at right angles to the starting line shall be placed at distance of two yards apart, eight light objects ovoid in shape, having the greatest diameter not to exceed four inches and the smallest diameter not less than two inches. The first of said objects shall be placed two yards from the receptacle. Each competitor must take up each of said objects singly and place the same in his own receptacle and after having picked up one of said objects, he must deposit it in the receptacle before picking up another. After all the objects are placed in the receptacle the competitor must cross the finish line, which shall be five yards behind the receptacle.

Trial Heats

Reg. No.	Com. No.	Name	Affiliation
	142	T. Hickey,	M. I. T., Naval V-12.
	143	J. Knauss,	M. I. T., Naval V-12.
	144	G. Upton,	M. I. T., Naval V-12.
	145	R. White,	M. I. T., Naval V-12.
	146	E. Lerner,	M. I. T., Naval V-12.
	147	S. A. Young,	M. I. T., Naval V-12.
	279	E. F. Lynch,	Holy Cross, Naval V-12
	280	R. F. Colonel,	Holy Cross, Naval V-12.
	281	H. M. Scott,	Holy Cross, Naval V-12.
	282	E. J. Sullivan,	Holy Cross, Naval V-12.
	304	W. W. Dillon,	Harvard, Naval V-12.
	305	R. C. Cobb,	Harvard, Naval V-12.
	306	G. B. Hiley,	Harvard, Naval V-12.
	169	F. S. Steinbauer,	Harvard, Naval V-12.
	313	R. E. Dickson,	Tufts, Naval V-12.
	314	F. P. Glazier,	Tufts, Naval V-12.
	315	C. E. Harrington,	Tufts, Naval V-12.
	316	G. Marsomskis,	Tufts, Naval V-12.
	317	R. E. Moores,	Tufts, Naval V-12.
	318	W. L. Rainer,	Tufts Naval V-12.

1st Heat won by No........................2nd No........................3rd No........................Time........................

2nd Heat won by No........................2nd No........................3rd No........................Time........................

3rd Heat won by No........................2nd No........................3rd No........................Time........................

4th Heat won by No........................2nd No........................3rd No........................Time........................

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TEAM RACES

Rule XX., Paragraph 3, A. A. U. Rules—"Any competitor wilfully jostling, or running across, or obstructing another competitor so as to impede his progress, or competing to lose or to coach another competitor, either in a trial or final contest, shall forfeit his right to be in the competition, and shall not be awarded any position or prize to which he would otherwise have been entitled.

*****IF A LEADOFF MAN SHALL FALL AT THE FIRST CORNER, THE STARTER WILL FIRE THE GUN AND THE RACE WILL BE RUN OVER*****

EVENT No. 4

Preparatory School Race

(Each boy running 2 laps)

WORCESTER ACADEMY

Reg. No.	Com. No.	
20299	266	Charles Butler
20297	267	Afcin Schloss
20399	268	Russell Damon
20398	269	Terence McSweeney
	270	Kenneth Morey

LA SALLE ACADEMY

Reg. No.	Com. No.	
	297	Donald Ryan
	298	James Mahoney
	299	Joseph O'Donnell
	300	Robert Phagre
	301	Donald LeClair
	302	William McVey

Won by........................Time........................

EVENT No. 5

One Mile Relay

Indoor Record, 3 minutes, 17.2 seconds. Georgetown University (James Fish, Jr., Charles Williams, Hugh James, Hugh Short) New York City, March 25, 1942).

(Each Man running 440 Yards = 2 Laps, 120 Yards)

BOWDOIN COLLEGE
Brunswick, Maine
(White)

Reg. No.	Com. No.	
2794	68	F. K. Smith
2795	67	J. N. Burnham, Jr.
2796	69	T. J. Donovan, Jr.
2797	70	R. C. Miller
2798	71	M. C. Robinson
2799	72	R. H. Weatherill

NORTHEASTERN UNIVERSITY
Boston, Mass.
(Red and Black)

Reg. No.	Com. No.	
20154	227	Charles Fraser
20164	228	Edwin Potish
20152	229	Harold Bemis
20168	230	Marmold Tangrin
20162	231	Ernest Mills
20166	232	Lawrence Root
	233	Clifton Moore
20171	234	William White

Won by........................Time........................

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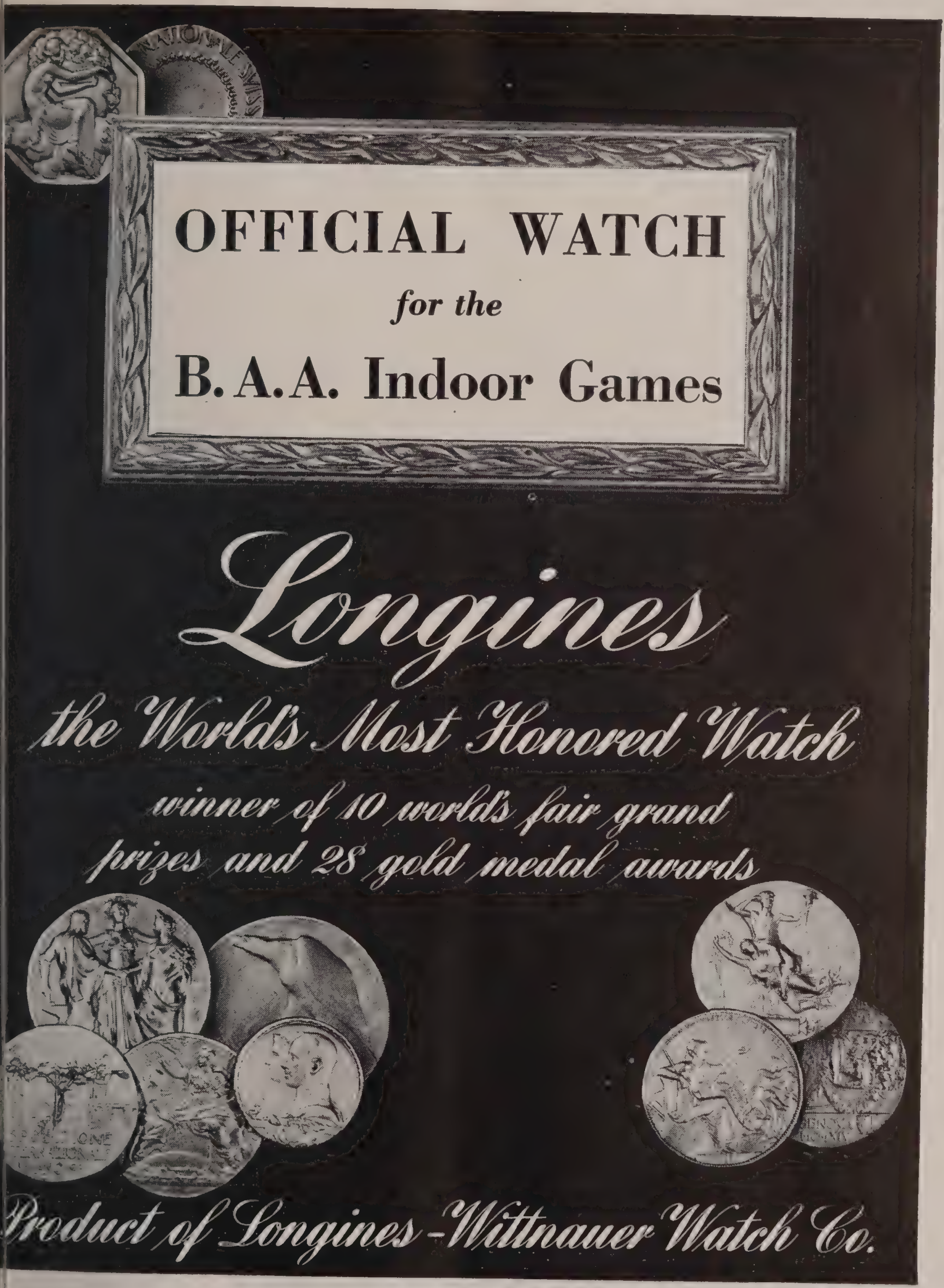

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EVENT No. 6

45 Yards High Hurdles, Scratch

FINAL HEAT

Won by No......................2nd No......................3rd No......................Time......................

EVENT No. 7

50 Yards Dash, Scratch

FINAL HEAT

Won by No......................2nd No......................3rd No......................Time......................

EVENT No. 8

Potato Race for Servicemen

FINAL HEAT

Won by No......................2nd No......................3rd No......................Time......................

TEAM RACES

EVENT No. 9

Interscholastic Two Miles Relay

(Each Man running 880 Yards = 5 Laps, 80 Yards)

NOTE—At the Annual State High School Meet, held this afternoon in the Garden, the four fastest 1000 yards runners from the Suburban High Schools, and the four fastest 1000 yards runners from the Boston High Schools were selected to compete in tonight's B. A. A. Games against Bishop Loughlin High School of Brooklyn, N. Y., in a two mile relay.

The Announcer will give you the names of the Suburban High School runners and the Boston High School runners and their competitor's number which you can write in the space below.

BISHOP LOUGHLIN HIGH SCHOOL	SUBURBAN HIGH SCHOOL ALL-STARS Com. No.		BOSTON HIGH SCHOOL ALL-STARS Com. No.	
Robert Checola	235	....	239	....
Gerard Klingler				
Thomas Comerford	236	....	240	....
Philip O'Connell	237	....	241	....
Daniel Sullivan				
Patrick O'Brien	238	....	242	....

Won by......................2nd......................Time......................

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General Manager

TEAM RACES

EVENT No. 10

Midget Relay

(Each boy runs 1 lap)

PUBLIC LATIN SCHOOL

Com. No.	
100	Robert Meanix
101	John King
102	Carmine Vura
103	Joel Kozol
104	Jack Galvin

ENGLISH HIGH SCHOOL

Com. No.	
115	Angelo Adams
116	John Mooney
117	Norman Booker
118	Andrew MacAuley
119	John Corson
120	Joseph Paglianrulo

HIGH SCHOOL OF COMMERCE

Com. No.	
110	Paul Allen
111	Francis Dekas
112	John Burlone
113	Nicholas Sampson
114	Thomas Waldron

BOSTON TECHNICAL SCHOOL

Com. No.	
105	William Antonopoulos
106	Donald Ericson
107	Henry Farrington
108	Constantino Porgio
109	Joseph Prudenti

Won by........................2nd........................3rd........................Time........................

EVENT No. 11

One Mile Relay

(Each Man running 440 Yards = 2 Laps, 120 Yards)

HARVARD UNIVERSITY
Cambridge, Mass.
(Crimson)

Reg. No.	Com. No.	
	167	R. T. Clark, NROTC
	168	H. O. deFries, NROTC
	169	F. S. Steinbauer, V-12
19383	170	C. R. Wharton, Jr.
20383	171	W. H. Meanix, Jr.

CORNELL UNIVERSITY
Ithaca, N. Y.
(Carnellian and White)

Reg. No.	Com. No.	
	91	J. R. Bergen
	92	E. S. Gavras
	93	J. M. Hartshorne
	94	R. Miller
	95	R. Stouffer
	96	R. N. Shupe

MASS. INST. OF TECHNOLOGY
Cambridge, Mass.
(Cardinal and Gray)

Reg. No.	Com. No.	
20262	130	W. Casey
20265	132	W. Chapman
20263	133	R. Crimmin
20270	134	C. Goldie
20074	135	J. Serrie
20280	136	J. Shea

Won by........................2nd........................Time........................

EVENT No. 12

Lapham 1000 Yards Run, Scratch

(Henry G. Lapham Trophy)

(6 Laps and 40 Yards)

Indcor Record, 2 minutes, 8.8 seconds. John Borican, New York City, March 11, 1939.

Last year5s winner — John Fulton, Stanford University. Time, 2 minutes, 12.8 seconds.

Reg. No.	Com. No.	Name	Affiliation
3029	4	Edwin V. Carney,	St. Michael's H. S., Jersey City, N. J.
	7	Joseph F. Hall,	Columbia University
	9	Sergeant Howard Borck,	New York A. C.
	42	James Cavanaugh,	R. I. State College
	76	Stanton Callender,	New York University.
	327	J. E. Kent,	New York A. C.

Won by No........................2nd No........................3rd No........................Time......................

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TEAM RACES

EVENT No. 13

One Mile Relay

(Each Man running 440 Yards = 2 Laps, 120 Yards)

WILLIAMS COLLEGE
Williamstown, Mass.
(Royal Purple)

Reg. No.	Com. No.	
20331	211	Richard Shope
20327	213	Charles Carroll
20332	214	Gordon Smith
20328	215	George Chase
20329	216	John Riley
	217	J. Flynn

TUFTS COLLEGE
Medford, Mass.
(Blue and Brown)

Reg. No.	Com. No.	
	48	A. Wolozin
	56	R. Porter
	57	M. King
	45	R. Southwick
	58	G. Kennedy
	59	R. Homans
	46	E. Cosgrove
	47	R. Kelliher

RHODE ISLAND STATE COLLEGE
Kingston, R. I.
(Blue and White)

Reg. No.	Com. No.	
20290	37	Edward Petrolla
20291	39	Gerald Goldstein
20292	40	Stanley Poreda
20293	41	Joseph Pacheco
20294	42	James Cavanaugh
20295	43	Michael Santoro
	44	Frank Knight

Won by........................2nd........................Time........................

EVENT No. 14

Massachusetts State High School Relay Championship

NOTE—At the Annual State High School Meet, held this afternoon in this Garden, the four fastest relay teams in both Classes of competition were selected to compete in tonight's B. A. A. Games for the Massachusetts State High School Relay Championship. Each athlete will run 2 laps.

The Announcer will give you the names of the Teams, name of the runner and his competitor's number, which you can write in the space ebelow.

TEAM..
Com. No.
243 ....
244 ....
245 ....
246 ....

TEAM..
Com. No.
247 ....
248 ....
249 ....
250 ....

TEAM..
Com. No.
251 ....
252 ....
253 ....
254 ....

TEAM..
Com. No.
255 ....
256 ....
257 ....
258 ....

Won by........................2nd........................3rd........................Time........................

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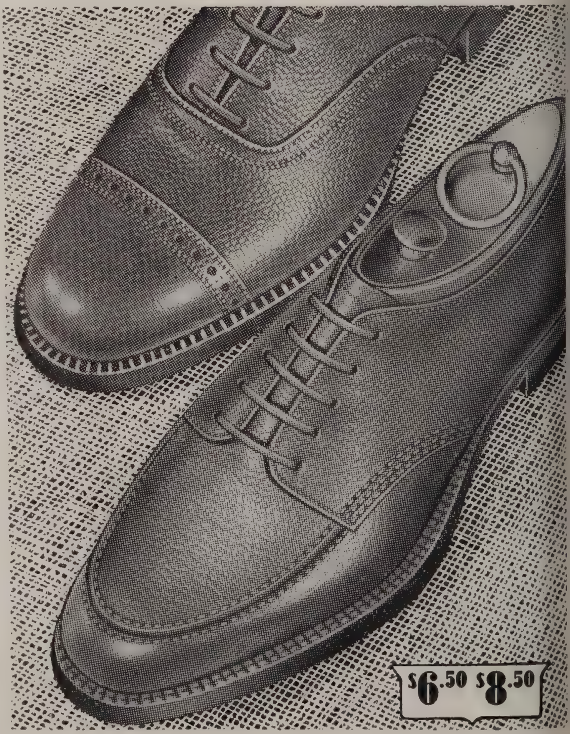

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Bottom Style - The Clipper No. 4665

EVENT No. 15

Hollis 600 Yards Run, Scratch

(James B. Hollis Trophy)

(3 Laps, 120 Yards)

Indoor Record—1 minute, 10.2 seconds, John Borican, New York City, March 8, 1941; Hugh J. Short, New York City, February 6, 1943.

Last year's winner—Robert F. Ufer, University of Michigan. Time, 1 minute, 13 seconds.

Reg. No.	Com. No.	Name	Affiliation
	3	John B. Dibeler,	New York A. C.
	8	J. B. Herbert,	Grand St. Boys' Association, New York.
5301	22	Elmore T. Harris,	Shore A. C., Long Branch, N. J.
2638	75	Maurice Callender,	New York University
20203	123	Herbert McKenley,	Unattached.

Won by No......................2nd No......................3rd No......................Time......................

TEAM RACES

EVENT No. 16

One Mile Relay

(Each Man running 440 Yards = 2 Laps, 120 Yards)

BOSTON COLLEGE
Chestnut Hill, Mass.
(Maroon and Old Gold)

Reg. No.	Com. No.	
20211	122	Abe King
20220	124	Elias Weir
20219	125	Thomas Carney
20212	126	Leo McGillicuddy

HOLY CROSS COLLEGE
Worcester, Mass.
(Purple)

Reg. No.	Com. No.	
20319	219	Francis Murphy
	221	Everett Dowe
20313	223	Barry Reed
20318	224	Thomas O'Donnell
20320	225	Thomas Berry
20321	226	Walter Majack

Won by......................Time......................

EVENT No. 17

ANDOVER ACADEMY

Reg. No.	Com. No.	
	273	John I. Dixon
	274	Scott I. Paradise
	275	Charles Y. Chittick
	276	Ross K. Hoy
	277	Huston Hunting
	278	Harold Reid

EXETER ACADEMY

Reg. No.	Com. No.	
	85	Charles C. Harwood
	86	John H. McGowan, Jr.
	87	George S. Montgomery
	88	David C. Hamblett
	89	Ralph V. Summy
	90	James K. Smith

Won by......................Time......................

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EVENT No. 18

Obstacle Race for Servicemen

(Each man will run 4 laps and clear the obstacle 7 times)

Trial Heats

Reg. No.	Com. No.	Name	Affiliation
	148	J. Ray,	M. I. T., Naval V-12.
	149	R. G. Wilson,	M. I. T., Naval V-12.
	150	M. J. Walzer,	M. I. T., Naval V-12.
	151	T. J. Keegan,	M. I. T., Naval V-12.
	152	W. F. Brace,	M. I. T., Naval V-12.
	153	L. F. Forward,	M. I. T., Naval V-12.
	283	D. V. Worcester,	Holy Cross, Naval V-12.
	284	A. Larievy,	Holy Cross, Naval V-12.
	285	A. O'Malley,	Holy Cross, Naval V-12.
	286	L. Carey,	Holy Cross, Naval V-12.
	308	W. S. Harris,	Harvard, Naval V-12.
	309	C. D. Tousley,	Harvard, Naval V-12.
	310	N. McLouid,	Harvard, Naval V-12.
	311	T. C. McGowan,	Harvard, Naval V-12.
	312	D. E. Hambly,	Harvard, Naval V-12.
	319	A. R. Foster,	Tufts, Naval V-12.
	320	M. F. King,	Tufts, Naval V-12.
	321	K. F. Martin,	Tufts, Naval V-12.
	322	R. A. Mancib,	Tufts, Naval V-12.
	323	J. J. McCarthy,	Tufts, Naval V-12.
	324	A. A. Neilson,	Tufts, Naval V-12.

1st Heat won by No........................2nd No........................3rd No........................Time........................

2nd Heat won by No........................2nd No........................3rd No........................Time........................

3rd Heat won by No........................2nd No........................3rd No........................Time........................

The Games Committee of the B. A. A. would greatly appreciate the Public Refraining from Smoking during this Event.

EVENT No. 19

Hunter Mile, Scratch

(George L. Hunter Trophy)

(11 Laps)

Indoor Record, 4 minutes, 6.4 seeconds, Gilbert H. Dodds, Boston A. A., Chicago, March 18, 1944.

Last year's winner — Gilbert H. Dodds, Boston A. A. Time, 4 minutes, 9:5 seconds.

Reg. No.	Com. No.	Name	Affiliation
2430	1	James J. Rafferty,	New York A. C.
	2	Ensign Thomas Quinn,	U. S. Navy, Bainbridge, Md.
2690	11	Rudy Simms,	New York Pioneer Club.

3rd Heat won by No........................2nd No........................3rd No........................Time........................

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TEAM RACES

EVENT No. 20

Catholic High School Relay

(Each boy running 2 laps)

MISSION HIGH SCHOOL (Roxbury)

Com. No.	
191	Thomas Lynch
192	Thomas McNamee
193	Thomas Watson
194	Vincent Hughes
195	Peter Kelly
196	Henry Wameling

BOSTON COLLEGE HIGH SCHOOL

Com. No.	
177	John Canane
178	John Casey
179	Robert Clifford
180	Paul Coleman
181	Walter Murphy
182	Theodore Slifert
183	Robert Stevens
184	David Sullivan

ST. JOHN'S HIGH SCHOOL (Danvers)

Com. No.	
203	Richard LaBrode
204	John Duff
205	John Preston
206	John Gettings
207	Frank Donnelly
208	Joseph Crowley
209	Arthur Quill
210	Harry Cronan

ST. MARY'S HIGH SCHOOL (Brookline)

Com. No.	
197	Francis Connolly
198	Edward Ingram
199	Robert Lindstrom
200	Kenneth Ford
201	John Tuskon
202	Alfred Flanagan

KEITH ACADEMY (Lowell)

Com. No.	
185	Louis Stagone
186	Joseph Thomas
187	Edward McDonough
188	John Campbell
189	Thomas McCarthy
190	William Hodgson

Won by......................2nd......................3rd......................Time......................

EVENT No. 21

One Mile Relay

(Each Man running 440 Yards = 2 Laps, 120 Yards)

UNIVERSITY OF PENNSYLVANIA
Philadelphia, Pa.
(Red and Blue)

Reg. No.	Com. No.	
	27	D. D. Root
	28	R. J. Shouldis
	29	E. N. Grosse
	30	D. Kirk
	31	L. R. Rayl
	32	R. D. Harriger
	33	J. R. Rosenthal

UNIVERSITY OF ROCHESTER
Rochester, N. Y.
(Yellow, Blue Background)

Reg. No.	Com. No.	
	61	Lincoln Stoughton
	62	Edward Kern
	63	Leonard Morrissey
	64	Gorman Burnett
	65	Donald Hughes
	66	Edward Walsh

DARTMOUTH COLLEGE
Hanover, N. H.
(Dark Green)

Reg. No.	Com. No.	
20343	290	R. A. Grady
20339	291	M. Burnham
20341	292	R. F. Craig
20347	293	B. K. Tice
20342	294	M. S. Gilman
20338	295	S. L. Spalding

Won by......................2nd......................Time......................

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EVENT No. 22

Billings Two Miles Run, Limited Handicap

(Col. George B. Billings Trophy)

(22 Laps)

Indoor Record, 8 minutes, 51 seconds, J. Gregory Rice, Cleveland, Ohio, March 26, 1943.

Last year's winner — Ensign Ollie Hunter, Columbia University. Time, 9 minutes, 22.4 seconds.

Reg. No.	Com. No.	Name Affiliation	Handicap
	6	Forest Efaw, Unattached	Scratch
	60	D. Blanchard, Tufts College	Scratch
2974	12	Henry Walsh, New York Pioneer Club	10 Yards
20221	160	....Lt. Howard G. Schoenike, Unattached	30 Yards
	15	Clayton Farrar, U. S. C. G., New London, Conn.	30 Yards
2602	74	Armand Osterberg, New York University	60 Yards
9724	98	Phil Thighen, Warinanco A. C., Elizabeth, N. J.	60 Yards
20344	296	J. T. Hanley, Dartmouth College	60 Yards
2826	73	Ben Malkasian, New York University	70 Yards
9725	97	Maxwell Quackenbos, Warinanco A. A., Elizabeth, N. J.	75 Yards
	52	J. Fosteer, Tufts College	90 Yards
	54	E. Jolly, Tufts College	90 Yards
	55	B. Nehf, Tufts College	90 Yards
	61	Lincoln Stoughton, University of Rochester	90 Yards
	20	Phil Stillwell, Shanahan C. C., Philadeelphia	100 Yards
	44	Frank Knight, Rhode Island State College	100 Yards
	53	D. Martin, Tufts College	110 Yards
19864	129	James E. Murphy, LaSalle Academy	110 Yards

Won by No.......................2nd No.......................3rd No.......................Time.......................

EVENT No. 23

Obstacle Race for Servicemen

FINAL HEAT

Won by.......................2nd.......................3rd.......................Time.......................

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TEAM RACES

EVENT No. 24

Intercollegiate Varsity Two Miles Relay

Indoor Record, 7 minutes, 33.9 seconds. Seton Hall College (Anthony Luciano, Robert Reimer, Frank Fletcher, Chet Lepski). New York City, March 25, 1942.

(Each Man running 880 Yards = 5 Laps, 80 Yards)

NEW YORK UNIVERSITY
New York, N. Y.
(Violet)

Reg. No.	Com. No.	
2826	73	Ben Malkasian
2602	74	Armand Osterberg
2638	75	Maurice Callender
	76	Stanton Callender
2828	82	Henry Eckert
	83	Coolidge McCants
2437	84	Phil Sonnenborn

HARVARD UNIVERSITY
Cambridge, Mass.
(Crimson)

Reg. No.	Com. No.	
	172	C. R. Atwell, V-12
	173	V. C. Moriarty, NROTC
	174	P. G. Robbins, V-12
	175	Mark Tuttle, NROTC

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Cambridge, Mass.
(Cardinal and Gray)

Reg. No.	Com. No.	
19219	137	J. Poorman
20280	136	J. Shea
	138	G. Dickey
20072	139	C. Collins
3087	140	T. Keegan
20075	141	S. Schindell

COLGATE UNIVERSITY
Hamilton, N. Y.
(Maroon and White)

Reg. No.	Com. No.	
	259	Leo Smith
	260	J. E. DeMezo
	261	P. J. Reddin
	262	J. F. Wiedmer
	263	E. D. Gaurin
	264	J. K. Murphy

Won by........................2nd........................3rd........................Time........................

EVENT No. 25

One Mile Relay

(Each Man running 440 Yards = 2 Laps, 120 Yards)

NEW YORK UNIVERSITY
New York, N. Y.
(Violet)

Reg. No.	Com. No.	
2638	75	Maurice Callender
	76	Stanton Callender
2569	77	Milford Parker
2200	79	William Lubin
3008	80	Edmund Wonilowicz
2650	81	Paul Kuchnel

BALDWIN-WALLACE COLLEGE
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(Brown and Gold)

Reg. No.	Com. No.	
	161	Lee Templeton
	162	Stan Tolliver
	163	Pete Clagg
	164	Bill Smith
	165	William Pistner
	166	Tom Mynohinkey

Won by........................Time........................

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2. In handicap contests, in both track and field events, the award shall be given to the competitor who received the least allowance. In case of a tie or dead heat between two or more competitors who received the same allowance, the decision shall be made as in scratch contests.

EVENT No. 26

Running High Jump, Scratch

Indoor Record, 6 feet, 9¼ inches, Edward Burke, New York City, February 27, 1937.

Last year's winner — W. A. Vessie, Dartmouth College. Height, 6 feet, 4 inches.

Reg. No.	Com. No.	Name Affiliation
	5	Private Irving Mondschein, U. S. Army, Brooklyn.
8971	10	David D. Albritton, Dayton, Ohio.
	34	R. M. Bredin, University of Pennsylvania.
	38	John P. Edwards, Rhode Island State College.
	48	A. Wolozin, Tufts College.
	49	T. Neilson, Tufts College.
	50	T. Dougan, Tufts College.
	99	Jack Moody, Warinanco A. C., Elizabeth, N. J.
19860	128	William J. Fleming, LaSalle Academy
20331	211	Richard Shope, Williams College.
	265	George Heddy, Colgate University.
20340	289	J. F. Conley, Dartmouth College.

Won by No........................2nd No........................3rd No........................Height........................

EVENT No. 27

Pole Vault, Scratch

Indoor Record, 15 feet, 8½ inches, Cornelius Warmerdam, Chicago, Ill., March 20, 1943.

Last year's winner — Jack DeField, University of Minnesota. Height, 13 feet, 8 inches.

Reg. No.	Com. No.	Name Affiliation
	16	John V. Schmidt, Ohio State University.
9701	19	Corporal Milton S. Padway, U. S. Army, New York.
	38	John P. Edwards, Rhode Island State College.
	51	T. Bailey, Tufts College.
	176	P. G. Harwood, Harvard, Naval V-12.

Won by No........................2nd No........................3rd No........................Height........................

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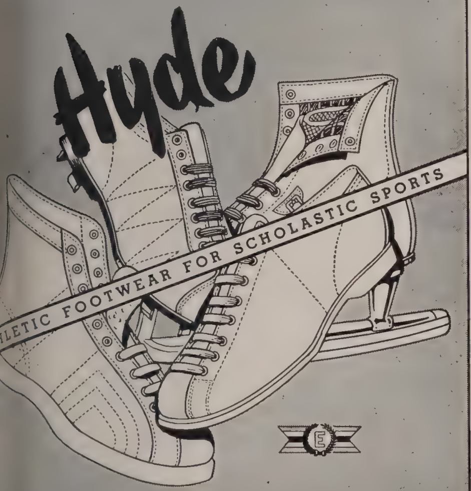
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Saturday, February 10th 1945 X

Woke up early and started reading at 6. Jane brought up my breakfast at 8.30 - Orange juice - oatmeal - scrambled eggs & Bacon - Toast - Iced Coffee. More reading. Miss Pratt called to say that the Vermont Association Dinner scheduled for tonight has been cancelled + Up at 11, Shaved. to Cushing Square to get some candy at S.S. Pierce's for Frances, Papers + cigarettes at Batson's and Sam's - Lunch and then rested all afternoon - up at 6. Steak Sandwich and milk. Herb. Rogers came over at 6.45 - I had called him up earlier inviting him to go into the B.A.A. meet with me. The cars, all the way in and out were jammed to the doors + The meet was very enjoyable. Had a fine time. Home at 12.15 and to Bed.

Mary was down at Cambridge with her girl friends and stayed with them all night.

SLEEP

Miguel de Cervantes

Now, blessings light on him that first invented this same sleep! It covers man all over, thoughts and all, like a cloak; it is meat for the hungry, heat for the cold, and cold for the hot. It is the current coin that purchases all the pleasures of the world cheap, and the balance that sets the king and the shepherd, the fool and the wise man, even.

Sunday, February 11th 1945 x

Slept late - Jane brought up my breakfast at 8.30 - Orange juice - oatmeal. Chipped Beef in Cream. Roll - Iced Coffee + Read papers - Up and 11.45 over to Oak Avenue to call on Mother - took her a couple of deep vases for bulb growing and another diary volume. Back to the house - shoveled and put rock salt on the front walk - noonday party - Came Helen Jameson and Barbara from Weston - also the Learys - a good time - to 2.30 when all departed. Sunday dinner - Sirloin steak - Rested the remainder of the day + John and Mary went out to Weston at 5 and returned at 1 A.M.

Feb-11-1945

Sunday 12:30 A.M.

Dear Mom + Dad —

Just got my first pass and thought I'd drop you a line before turning in. I'm here with Bennett and Downey — couldn't get a hotel room — Catholic U.S.O fixed us up very well — am about to go over to K of C Hall. Not classy but a bed, I guess — am now drinking a 7up. Just saw a very fine movie, "Meet ~~Me~~ Me in St. Louis — had steak dinner — must go now —

Love, Nick

THE YOUNG MEN'S CHRISTIAN ASSOCIATIONS • THE NATIONAL CATHOLIC COMMUNITY SERVICE
THE SALVATION ARMY • THE YOUNG WOMEN'S CHRISTIAN ASSOCIATIONS
THE JEWISH WELFARE BOARD • THE NATIONAL TRAVELLERS AID ASSOCIATION

over

P.S. Went by Peter's old station — very nice, indeed.

Feb.11 1945

"Children of the Storm":

See Ya had a Snow Storm (so called)-Tch-Tch, by the looks of the pictures in the Boston papers, it must of been a "Corcker".

By the looks on the front page of the "Safe at Home" you sent, it would appear that some one has "Stolen my Thunder" relative to the Bird House. Woe is Me------------ February 2nd; The only thing that came out in this section was a couple of Appendixesssss at the Lancaster Hospital.

Thot the enclosed picture of the Cottage might be interesting, taken early before any changes were made note original construction of Dormers.

"Whatdoyaknow-the sun is shining, gotta have a Daiquiri, or suthin.

Best ever,

Sunday P.M. FEB-11-1945

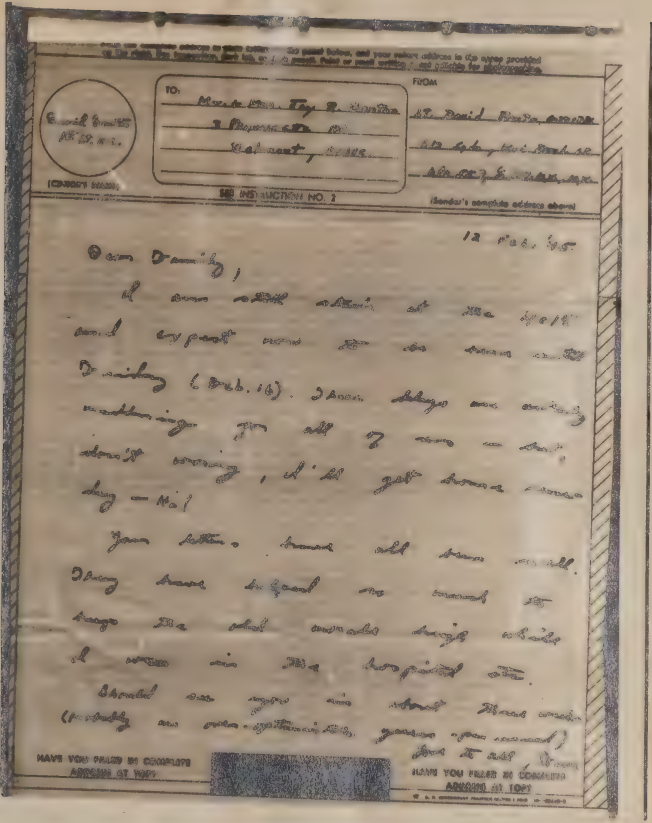
Dear Frances -

These cartoons were funny but no doubt you saw them. Wrote to you this past week and hope you received it in all the storm.

Joey received your congratulations and was more than pleased. She's had company over this weekend and Pete came home for 24 hrs. It did me good but I don't like them having to leave.

Best has been out nearly all day taking away ice & snow. Roads are all slush. Will be looking forward to hearing from you. I have enjoyed the B. Reporter & L. Courier & so has Best.

Much love Gladys.



TO:
Mr. & Mrs. [illegible]
[illegible]
Belmont, Mass.

FROM
Lt. David [illegible]
[illegible]
[illegible]

(CENSOR'S STAMP)

SEE INSTRUCTION NO. 2

(Sender's complete address above)

12 Feb. '45.

Dear Family,

I am still [illegible] at the port and expect now to [illegible] on Friday (Feb. 16). These delays are maddening for all of us — but don't worry, I'll get home some day — Ha!

Your letters have all been swell. They have helped so much to keep the old morale high while I was in the hospital etc.

Should we go in about three weeks (probably an over-optimistic guess on our part)

Love to all, Dave

HAVE YOU FILLED IN COMPLETE ADDRESS AT TOP?

HAVE YOU FILLED IN COMPLETE ADDRESS AT TOP?

MIDDLESEX CLUB
ORGANIZED IN 1867

BENJAMIN F. FELT, PRESIDENT
140 TREMONT STREET.
GAGE BAILEY, SECRETARY
50 CONGRESS STREET
WALDO M. HUNT, TREASURER
28 STATE STREET

OFFICE OF THE PRESIDENT
BOSTON

January 18, 1945

Hon. Jay R. Benton
160 Congress Street,
Boston, Massachusetts

Dear Jay:

It is my privilege as President of the Middlesex Club to invite you to be a head table guest at the annual Lincoln Night dinner at the Hotel Statler, Boston, Monday evening, February 12, at 6.30 P.M. Head table guests are requested to meet in Parlor C, on the Mezzanine Floor, at not later than 6.15. Business clothes for men; informal dress for the ladies.

It will be a favor if I may have a prompt acceptance.

Sincerely,

B. F. Felt
President

BFF:MD

Please address your
reply to me at
140 Tremont Street,
Boston 11.

WALDO M. HUNT, *Treasurer*
28 State Street, Boston

BENJAMIN F. FELT, *President*
140 Tremont Street, Boston

MIDDLESEX CLUB

Organized in 1867

THE ANNUAL LINCOLN NIGHT DINNER

HOTEL STATLER — BOSTON — MONDAY, FEBRUARY 12, 1945
6:30 P.M.

Speakers:

Hon. Charles A. Halleck of Indiana

Chairman, Republican Congressional Committee

A vigorous exponent of Republican principles; the man who nominated Wendell Willkie at Philadelphia.

U. S. Senator Leverett Saltonstall

Former U. S. Senator Sinclair Weeks

Lieutenant Governor Robert F. Bradford

Who will deliver the annual tribute to Lincoln.

Assembly in the Ball Room Foyer, at 6 o'clock for preliminary sociability

Ticket Arrangements:

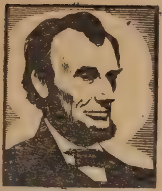
Dinner tickets for members whose dues are not in arrears, $2.00 each.
Guest tickets (Ladies are welcome) $4.00 each, tax included.

In applying for tickets, please use the attached blank and send to the Treasurer with check for the amount due. Reservations in order of receipt of requisition. Tables are arranged in groups of ten. Tickets will be mailed several days before the dinner.

Business clothes for men; informal dress for ladies.

Hotel requirements make it necessary to set Wednesday, February 7, as the deadline for dinner tickets and cancellations.

BENJAMIN F. FELT, *President*
GAGE BAILEY, *Secretary*
WALDO M. HUNT, *Treasurer*



MIDDLESEX CLUB

Lincoln Night Dinner

Hotel Statler, Boston

Monday, February 12, 1945

A Big Night **Save the Date**

Announcement of Speakers Coming.

BENJAMIN F. FELT
PRESIDENT

G. O. P. Notables Slated to Attend Lincoln Banquet

Representative Charles A. Halleck (R) of Indiana, Chairman of the Republican Congressional Committee, will be the chief speaker at tonight's annual dinner of the Middlesex Club at the Hotel Statler, Boston.

The annual Lincoln Day address will be delivered by Lieut. Gov. Robert F. Bradford who, by virtue of last November's election, is the titular head of the Republican Party in Massachusetts.

Senator Leverett Saltonstall, who turned down a number of invitations to speak at other Lincoln Day dinners, will return to Boston for this G. O. P. headline event.

Invited head-table guests will be: George B. Rockwell, Erwin D. Canham, Editor of The Christian Science Monitor; Jay R. Benton, former Attorney General; Mrs. Albert Warren Levis, Senator Arthur W. Coolidge, President of the Massachusetts Senate; Lieut. Robert C. Alexander, Mrs. Charles P. Howard, former Gov. Channing H. Cox, Mrs. Alfred B. Williams, Secretary of State Frederic W. Cook, Mr. and Mrs. Sinclair Weeks, Lieutenant Governor and Mrs. Bradford, Senator and Mrs. Saltonstall, Benjamin F. Felt, President of the Middlesex Club; Mr. Halleck, Attorney General Clarence A. Barnes, Mrs. Addison B. Green, Vice-Chairman of the Republican State Committee; Phillips Ketchum, Former Gov. Frank G. Allen, Mrs. Carolyn LaVerd Purcell, Representative Frederick B. Willis, Speaker of the House; Brig. Gen. William J. Keville, District Attorney George E. Thompson; George B. Rowell, Chairman of the Republican State Committee; Russell B. Stearns, Chairman of the Republican State Finance Committee.

GOP TO HONOR LINCOLN HERE MONDAY

By W. E. MULLINS

Abraham Lincoln was the first Republican President and his political descendants naturally have always been intensely proud of him. Accordingly on Monday, the anniversary of his birthday, Republicans in many sections of the country will assemble to honor the man they believe was our greatest President.

It has become the custom to have Republicans of distinction address these annual gatherings and from the themes of these many speeches it has been possible in other years to obtain a fairly accurate idea of what was going through the collective Republican mind.

The chief speaker at Boston's Lincoln day celebration at Hotel Statler will be U. S. Rep. Charles A. Halleck of Indiana, who placed Willkie's name in nomination in the 1940 convention. In addition to being one of the key men in the Republican House organization, he is probably the finest speaker in the Congress.

WILLKIE ONCE ORATOR HERE

Three years ago the local Lincoln day orator was Willkie himself. That was the occasion on which he called upon President Roosevelt to deliver Gen. MacArthur from Bataan and five weeks later on St. Patrick's day MacArthur turned up in Australia to utter the flaming pledge he has since redeemed.

The celebration here is promoted by the Middlesex Club, an organization of Republicans which, more than any other, is responsible for the nationwide observance of Lincoln's birthday by Republicans. This club started the custom back in 1867. Since, it has spread throughout the country and now has become a party tradition.

The Middlesex Club is a substantial organization. Its current president is Benjamin F. Felt of Melrose, who was very conspicuous in the party 20 years ago through his intimate associations with Calvin Coolidge. Many famous men have been guests of this club and many outstanding citizens have served as its president.

Being a Republican organization with members connected with banks, large business and industry it has been pilloried by Democrats as a haven for economic royalists, princes of privilege and money changers in the Temple, but its annual dinner is, in fact, a very unpretentious affair and not to be compared with the very elegant Jackson day dinner to be staged later by the Democrats.

DIFFERENCE IN DINNERS

The fact is, the average Middlesex Club member could no more afford to attend the Jackson day dinner than many of the Jackson day diners themselves. The chief differences between these two dinners is (1) the cost and (2) the compulsion. The Jackson day minimum is $25 and the range soars all the way up to $1000. The Lincoln day tariff is $2 for a member and $4 for a guest and no one, office holders or others, is under any compulsion to buy a ticket.

At Monday night's party Congressman Halleck will share the speaking honors with Senator Saltonstall and Lt.-Gov. Bradford. Mr. Saltonstall had invitations to be the chief speaker at two of the very important Lincoln day dinners in other sections of the country but he chose to return to his old political associates in a minor capacity just so he might have a night of pleasure.

Apparently he is going to speak only briefly because of his desire to escape the obligation of preparing and delivering an important address. To Mr. Bradford has been given the assignment of delivering the club's annual tribute to the Emancipator but there is not necessarily any restriction imposed on his range of topics by this assignment.

DINNER SOUVENIR

As a souvenir for this dinner, Mr. Felt has arranged for the distribution of a menu containing the text of a resolution introduced by Col. Robert E. Goodwin and unanimously adopted by the club in 1941 calling for all out aid to those countries engaged in fighting the Axis powers. It is in substance a Middlesex club edition of the Congressional Record.

As a local event the Lincoln day dinner is invariably more important in the even years because then the Middlesex club undertakes to offer as a guest speaker the one its officers expect will be the party's candidate for Governor in the ensuing fall election.

One year its officers nearly misfired. They arranged to have Robert T. Bushnell as one of the speakers. He must have mixed up his assignments for the night and thought he was at a Democratic gathering. Anyway, for nearly 30 minutes he poured it on a head table guest who was slated to be one of the party's nominees for an important office in the coming election. It was slightly embarrassing to every one but the doughty district attorney who had a report to make and when he has a report to make it's every man for himself.

Congressional Record

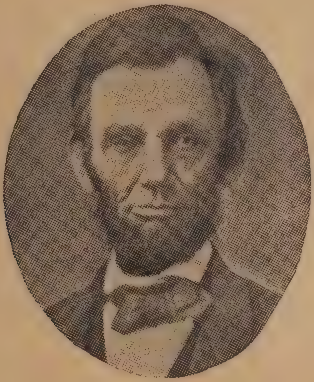
United States of America

PROCEEDINGS AND DEBATES OF THE 79th CONGRESS, FIRST SESSION

SPECIAL MIDDLESEX CLUB EDITION

Vol. 1 BOSTON, MONDAY, FEBRUARY 12, 1945 *No. 1*

MIDDLESEX CLUB



Monday, February 12, 1945

The Middlesex Club met at the Hotel Statler, Boston, at 6:30 P. M. to pay tribute to Abraham Lincoln and to declare its continued faith in the principles and purposes of the Republican party.

THE JOURNAL

By unanimous consent the reading of the journal of the previous meeting of the club was postponed indefinitely.

From the Second Inaugural of Abraham Lincoln:

Fondly do we hope, fervently do we pray, that this mighty scourge of war may speedily pass away. Yet, if God wills that it continue until all the wealth piled by the bondman's two hundred and fifty years of unrequited toil shall be sunk, and until every drop of blood drawn with the lash shall be paid by another drawn with the sword, as was said three thousand years ago, so still it must be said, "The judgments of the Lord are true and righteous altogether."

With malice toward none, with charity for all, with firmness in the right, as God gives us to see the right, let us strive on to finish the work we are in; to bind up the nation's wounds; to care for him who shall have borne the battle, and for his widow and his orphan, to do all which may achieve and cherish a just and lasting peace among ourselves, and with all nations.

CONGRESSIONAL RECORD, MIDDLESEX CLUB EDITION

Dinner

FRUIT COCKTAIL FLORIDA

* * *

PETITE MARMITE RICHE
Parmesan Cheese and Croutons
Celery and Olives

* * *

WHOLE LOBSTER THERMIDOR
French Fried Potatoes
Chef's Salad Bowl

* * *

BOMBE CARDINAL
Assorted Cakes

* * *

DEMI TASSE
Rolls with Cottage Cheese or Marmalade

* * *

CHARLES H. McGEE AND HIS ORCHESTRA

CONGRESSIONAL RECORD, MIDDLESEX CLUB EDITION

LINCOLN NIGHT, FEBRUARY 12, 1945

Speakers

HON. CHARLES A. HALLECK of Indiana, Chairman of the National Republican Congressional Committee; member of the Rules Committee and of the Interstate and Foreign Commerce Committee of the National House of Representatives.

UNITED STATES SENATOR LEVERETT SALTONSTALL

FORMER SENATOR SINCLAIR WEEKS

HON. ROBERT F. BRADFORD, Lieutenant Governor of Massachusetts, who will deliver the annual Lincoln address.

Presiding

BENJAMIN F. FELT, President of the Middlesex Club.

CONGRESSIONAL RECORD, MIDDLESEX CLUB EDITION

WHO'S WHO OF THE HEAD TABLE

GEORGE B. ROCKWELL, President, Republican Club of Massachusetts

ERWIN D. CANHAM, Editor, The Christian Science Monitor

HON. JAY R. BENTON, former president of the Middlesex Club

MRS. ALBERT WARREN LEVIS, President, Women's Columbus Republican Club of Massachusetts

HON. ARTHUR W. COOLIDGE, President of the Massachusetts Senate

LIEUTENANT ROBERT C. ALEXANDER, U.S.N.R., Chaplain of the U. S. Naval Hospital at Chelsea

MRS. CHARLES P. HOWARD, President, Women's Republican Club of Massachusetts

HON. CHANNING H. COX, former Governor

MRS. ALFRED B. WILLIAMS, Republican National Committeewoman

FREDERIC W. COOK, Secretary of the Commonwealth

MRS. SINCLAIR WEEKS

HON. ROBERT F. BRADFORD, Lieutenant Governor

MRS. CHARLES A. HALLECK

HON. LEVERETT SALTONSTALL, United States Senator

BENJAMIN F. FELT, President, Middlesex Club

HON. CHARLES A. HALLECK of Indiana

MRS. LEVERETT SALTONSTALL

HON. SINCLAIR WEEKS, former United States Senator; Republican National Committeeman

MRS. ROBERT F. BRADFORD

HON. CLARENCE A. BARNES, Attorney General of Massachusetts

MRS. ADDISON B. GREEN, vice chairman, Republican State Committee

PHILLIPS KETCHUM, General Chairman, 1945 Red Cross War Fund

HON. FRANK G. ALLEN, former Governor

MRS. CAROLYN LaVERS PURCELL, President, The Business and Professional Women's Republican Club of Massachusetts

HON. FREDERICK BANCROFT WILLIS, Speaker of the Massachusetts House of Representatives

BRIG. GEN. WILLIAM J. KEVILLE, former president of the Middlesex Club, Adjutant General of Massachusetts

GEORGE E. THOMPSON, district attorney of Middlesex County

GEORGE B. ROWELL, chairman, Republican State Committee

RUSSELL B. STEARNS, chairman, Massachusetts Republican Finance Committee

CONGRESSIONAL RECORD, MIDDLESEX CLUB EDITION
AS OF OCTOBER 21, 1941

Resolution Adopted by the Middlesex Club at the Annual Meeting Oct. 21, 1941

RESOLVED: That the members of the Middlesex Club, in annual meeting assembled, desiring that the Republican Party should take its stand, in the current world crisis, in support of a fearless, realistic and clear-visioned national policy, hereby declare their belief:—

(1) That the foreign policy of the United States should be founded upon the proposition that the protection of this nation and its institutions requires the defeat of Nazi-dominated Germany and of such of is allies as aim to crush the ideals of freedom, democracy, and national independence;

(2) That the promotion of such a national policy requires that unstinted aid be given to those nations and peoples who are resisting and are prepared to resist these aggressors;

(3) That the United States Government should take all such measures as may be necessary to positively ensure that such aid will be effective;

(4) That any laws or statutes which restrain the full and free use of our national power and resources for the effective support of such a policy should be forthwith repealed or amended and that such new laws should be enacted as may be necessary to effect these ends;

(5) That if the unswerving pursuit of such a policy threatens to involve our country in active warfare, the issue should be faced by our Government and our people with high courage and a firm belief that only by such a course can this great and powerful nation fulfil its destiny as a leader in the development and maintenance of free institutions; and

(6) That the Republican Party should lend its power and direct its leadership to the wholehearted support of the foregoing propositions, and that the Party should and can do so without, in any degree, relaxing its vigilance or its sound and vigorous opposition in the field of purely domestic issues;

and further

RESOLVED: That the Secretary send a copy of the foregoing resolution to each member from the Commonwealth of Massachusetts in the Congress of the United States.

MIDDLESEX CLUB

Officers

President, BENJAMIN F. FELT

Honorary Vice Presidents

Frank G. Allen
Leverett Saltonstall, Newton
Henry C. Lodge, Jr., Beverly
Charles G. Bancroft, Framingham

Secretary
Gage Bailey, Cambridge

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Jay R. Benton, Belmont
Seward W. Jones, Newton
William J. Keville, Belmont
Daniel Needham, Newton
Charles S. Proctor, Lowell

Executive Committee

William B. Baker, Newton
George L. Barnes, Weymouth
Jesse B. Baxter, Milton
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Frederic C. Church, Boston
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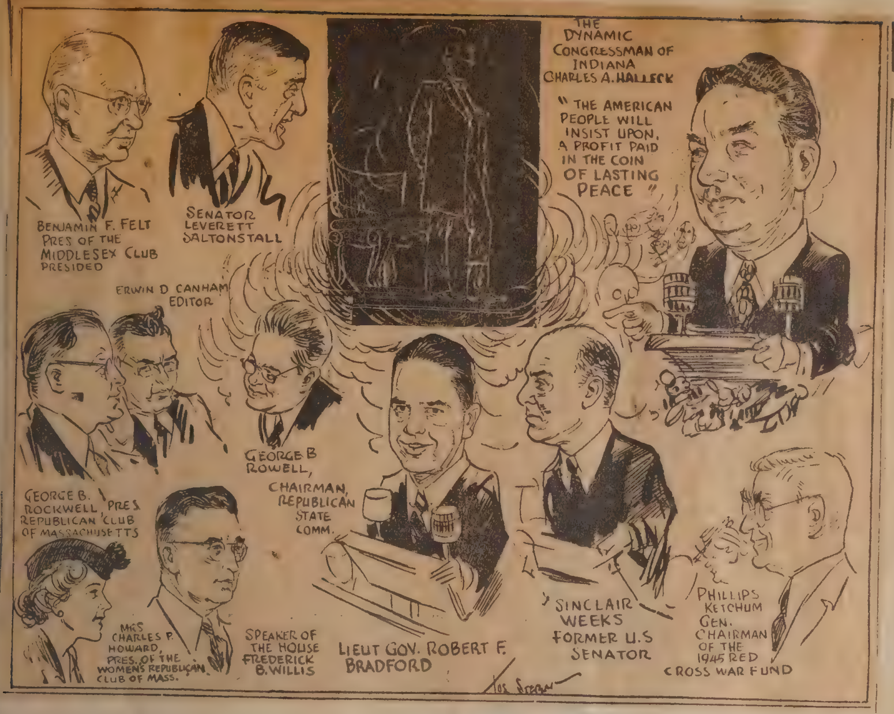
George B. Rowell, Cambridge
Mason Sears, Dedham
Bayard Tuckerman, Jr., Boston
Thomas W. White, Newton
Harry H. Williams, Brockton
Samuel A. Wragg, Needham

Past Presidents of the Club

Daniel Needham
George Brastow
Hocum Hosford
Daniel Allen
George A. Bruce
John Haskell Butler
John Quincy Adams Brackett
Edgar R. Champlin
William H. Dyer
Samuel L. Powers
Louis A. Coolidge
Charles S. Proctor
Robert Lincoln O'Brien
Jay R. Benton
William J. Keville
Daniel Needham

Order of March of Head Table - With Table Seating Arrangement

	Guests	Place at Table
1.	(Senator Saltonstall	Right 1
	(Lieut. Gov. Bradford	Right 2
2.	(Congressman Halleck	Left 1
	(Mrs. Saltonstall	Left 2
3.	(Secretary Cook	Right 4
	(Mrs. Weeks	Right 3
4.	(Senator Weeks	Left 3
	(Mrs. Bradford	Left 4
5.	(Governor Cox	Right 6
	(Mrs. Williams	Right 5
6.	(Atty. Gen. Barnes	Left 5
	(Mrs. Green	Left 6
7.	(Col. Zartarian	Right 8
	(Mrs. Howard	Right 7
8.	(Phillips Ketchum	Left 7
	(Governor Allen	Left 8
9.	(Lieut. Mueller	Right 9
	(President Coolidge	Right 10
10.	(Speaker Willis	Left 10
	(Miss Lavers	Left 9
11.	(Jay Benton	Right 12
	(Mrs. Levis	Right 11
12.	(Gen. Keville	Left 11
	(Dist. Atty. Thompson	Left 12
13.	(George Rockwell	Right 14
	(E. D. Canham	Right 13
14.	(George Rowell	Left 13
	(Russell Stearns	Left 14


THE DYNAMIC CONGRESSMAN OF INDIANA CHARLES A. HALLECK
"THE AMERICAN PEOPLE WILL INSIST UPON, A PROFIT PAID IN THE COIN OF LASTING PEACE"
BENJAMIN F. FELT PRES OF THE MIDDLESEX CLUB PRESIDED
SENATOR LEVERETT SALTONSTALL
ERWIN D CANHAM EDITOR
GEORGE B ROWELL, CHAIRMAN, REPUBLICAN STATE COMM.
GEORGE B. ROCKWELL, PRES. REPUBLICAN CLUB OF MASSACHUSETTS
MRS CHARLES P. HOWARD, PRES. OF THE WOMEN'S REPUBLICAN CLUB OF MASS.
SPEAKER OF THE HOUSE FREDERICK B. WILLIS
LIEUT GOV. ROBERT F. BRADFORD
SINCLAIR WEEKS FORMER U.S SENATOR
PHILLIPS KETCHUM GEN. CHAIRMAN OF THE 1945 RED CROSS WAR FUND

WAR USED AS PRETEXT BY NEW DEAL TO REGIMENT U. S., REP. HALLECK SAYS

By JOHN O'CONNOR

Congressman Charles A. Halleck of Indiana, one of the leading orators of the national House of Representatives, served notice in a speech here last night that the Republican party "will not permit this war to be made an excuse for the distorting of the American way of life," and pledged the party to fight for five specific principles of government.

The Hoosier congressman, addressing the Middlesex Club at its annual Lincoln Day dinner, at the Hotel Statler, declared that the Republican party would demand and fight for the eradication of bureaucracy, and for tax reforms, the elimination of waste and extravagance in government "for partisan political purposes," for the stimulation of free enterprise, and for the maintenance of "honorable and scientific fiscal policies."

At the same time, he called on President Roosevelt to insist on the views of the American people, and to give to the people a "frank and open" report on his meeting with Churchill and Stalin at the earliest possible moment.

Congressman Halleck shared the speaking program with Sen. Saltonstall, Lt.-Gov. Bradford and former Sen. Weeks, with other Republican leaders of Massachusetts seated at the head table.

Lt.-Gov. Bradford gave the annual Lincoln Day address, and prefaced his talk by expressing the hope that Senator Saltonstall would be

(Continued on Page Four)

Halleck Flays New Dealers

(Continued from First Page)

nominated as the party's presidential nominee in 1948. Introducing the Lieutenant-Governor, Benjamin F. Felt, club president, recalled Gov. Gov. Tobin's statement that "It is a long time between Bradfords as Governor of Massachusetts," and observed: "That is an error which we hope to correct in 1946."

The congressman agreed with Sen. Vandenberg of Michigan in declaring that the Republican party wanted a peace based on justice, and said that demilitarization of the enemy should be the first objective.

On domestic issues, Congressman Halleck unleashed a colorfully worded tirade against the New Dealers, and called for the destruction of New Deal philosophy.

DENOUNCES WALLACE

He described the President's action in replacing Secretary of Commerce Jesse Jones with Henry A. Wallace as removing "about the only symbol of sanity and business judgment on the administration scene in Washington."

"Now, unless we in Congress do something about it, and I believe we will, the taxpayer is in for a real ride," he said. "His money will be loaned by the astrologer's chart. Wallace may know a lot, but I am afraid that most of what he knows is not true.

"At any event, he has revealed for all to see his program for post-war America, which program is the New Deal program. It is a program which is highly pleasing to the Hillmans and Browders, the leftists and fellow-travelers who are demanding the immediate confirmation of Mr. Wallace. But it is not the Republican program, and I know it is not the American program."

RAPS 'NEW DEAL ELITE'

Halleck ridiculed President Roosevelt's pre-election statement that "Dr. New Deal" was dead, and that he now was devoted only to "Dr. Win-the-War."

After declaring that Jesse Jones was publicly "kicked in the teeth after 12 years in His Majesty's service," Halleck argued: "Dr. New Deal was never dead. He was just playing possum. Don't let him tell you he is dead. Or even sleeping."

Halleck struck out at the "New Deal elite" and at the philosophy that Congress must hand over most of its powers by legislative abdication to the President, "and become a mere debating society and an organ to register the decree of the President."

"This, he said, "is the new order that is being prepared for us. This is the brave new world of Mr. Roosevelt and Mr. Wallace and Mr. Hopkins and Mr. Frankfurter."

REGIMENTATION FEARED

He described the "New Deal elite" as "a crowd of doctrinaires and parlor pinks, who couldn't get elected deputy assistant dog-catcher in any American village, but who have captured the mechanisms, the political apparatus of the Democratic party."

Free enterprise, financial independence and security in old age were listed by the speaker as "things that have been entrusted to us, and we must preserve them."

"But in this time of war," he said, "for the common good, it has become necessary to curtail our privileges and restrict our rights and remove some of our freedom. As we view the future, we have justified fears that the New Deal administration under which we have lived for 12 years does not mean to return these things to us.

"We are not misled. Regimentation did not begin with the war. The New Dealers have always liked it. The constitution and the Bill of Rights have always irked them."

GOP DEMANDS CITED

Here, he pledged that the Republican party "will not tolerate New Deal intentions to make permanent the temporary tyrannies under which we cheerfully suffer because war demands it of us. On the instant that any restriction becomes unnecessary, it shall be removed; on the instant that meddling with our lives and businesses shall not be a military necessity, that meddling shall cease."

He insisted that the Republican party would demand:

"1. An eradication of bureaucracy, of snoopers and meddlers and little men strutting their petty authority. It will prune from the public payroll hundreds of thousands of unnecessary officials who today make our life burdensome and vexatious, whose unearned salaries multiply our taxes, and whose officious interference hampers us on our farms, in our shops, in our factories and in our homes.

"2—The Republican party will reform the taxation of this nation, so that it shall foster initiative, industry, production and invention, instead of throttling them. It will tax for necessary revenue, never to destroy, never for revolution. It will abolish punitive taxes. . .

"3—It will so reorganize the administration of this government that it shall be economical, eliminating waste, extravagance, foolhardy social experiments, and, perhaps most important of all, the lavishing of our money for partisan political purposes and the purchasing of votes. . .

"4—It will forthwith take steps to see that private industry and agriculture shall be able, through expansion of its plants and prosperity of its business, to provide jobs with futures. Vast unemployment must and shall be averted. Our returning soldiers and sailors must and shall be assured employment in private business as speedily as they shall be discharged from service. They must be gainfully employed, not pauperized.

"5—The Republican party will institute and maintain honorable and scientific fiscal policies. It will take the road that faces away from national bankruptcy through continued deficit spending. We hold that an American dollar must always be worth 100 American cents, not a fraction of that sum, and shall be able to purchase for you 100 cents worth of merchandise. The Republican party will tolerate no destruction of savings by repudiation or inflation."

Among those seated at the head table were Russell B. Stearns, chairman of the Massachusetts Republican Finance Committee: George B. Rowell, Dist.-Atty. George E. Thompson, Brig.-Gen. William J. Keville, Speaker Frederick Bancroft Willis, Mrs. Carolyn LaVers Purcess, Former Gov. Frank G. Allen, Phillips Ketchum, Mrs. Addison B. Green, Atty.-Gen. Clarence A. Barnes, Mrs. Robert F. Bradford, Mrs. Leverett Saltonstall, Mrs. Sinclair Weeks, State Secretary Frederic W. Cook, Mrs. Alfred B. Williams, former Gov. Channing H. Cox, Mrs. Charles P. Howard, Lt. Robert C. Alexander, Senate President Arthur W. Coolidge, Mrs. Albert Warren Levis, former Atty.-Gen. Jay R. Benton, Erwin D. Canham, and George B. Rockwell.

5-Point Program to Oust New Deal Outlined by GOP

A five-point program to rid the country of the New Deal, which was "never dead but just playing 'possum," was advocated last night at the Lincoln Day dinner of the Middlesex Club by Congressman Charles A. Halleck of Indiana, chairman of the National Republican Congressional Committee.

Principal speaker at a $2-to-$4-a-plate dinner at the Hotel Statler, the Hoosier Congressman declared the Republican party promises "that it will not permit this war to be made an excuse for the distorting of the American way of life. It will not tolerate New Deal intentions to make permanent the temporary tyrannies under which we cheerfully suffer because war demands it of us."

Addresses at the G. O. P. rally, attended by more than 500, dealt mainly with national issues of peace and postwar security, although it was expected Lt. Gov. Robert F. Bradford would take advantage of the occasion to begin open warfare with Democratic Gov. Tobin.

Speakers besides Congressman Halleck and Lt. Gov. Bradford were United States Senator Leverett Saltonstall, Ex-Senator Sinclair Weeks, Pres. Benjamin F. Felt of the Middlesex Club and Phillips Ketchum, general chairman of the 1945 Red Cross War Fund.

The dinner developed mention of Saltonstall-for-President and Bradford-for-Governor candidates —remarks that were hailed with delight.

Accepting a gift of framed 1908 national convention tickets, Bradford said he hoped to attend the Republican convention in 1948 "at which we shall nominate as our Presidential candidate our Senator Saltonstall."

Earlier, Felt spoke of an earlier Gov. Bradford and said it "has been a long time between Bradfords—an error that we intend to correct promptly."

Halleck Outlines Program

In his five-point program for the restoration of constitutional government under the aegis of the Republican party of Abraham Lincoln, Congressman Halleck called for:

1. Eradication of bureaucracy by pruning the public payroll.
2. Reform of national taxation to "foster initiative, industry, production, invention."
3. Reorganization of governmental administration to eliminate "waste, extravagance, foolhardy social experiments, and the lavishing of our money for partisan political purposes and purchasing of votes."
4. Aversion of vast unemployment by wider production by industry and agriculture.
5. Institution and maintenance of "honorable and scientific fiscal policies" by ending deficit spending.

Congressman Halleck also demanded that the America which is investing "millions of its sons and billions of its dollars" in this war realize its investment by "having a profit paid in the coin of lasting peace."

"The American people do not want a profit in lands to be conquered," he said. "They do not want a profit in spheres of influence, or in peoples to be exploited.

"Demilitarization of our enemies forms the first basis for preserving a peaceful world. We must preserve and protect all our national interest. We must aid in restoring order and decent living in a distressed world. We must do our full share in a program for permanent peace among nations.

He demanded that the American people be given a "frank and open report" by President Roosevelt of what went on at the Big Three conference.

"We wholly dislike," he said, "hearing first-hand reports about such conferences from the House of Commons, French radio, Russian publications and even from our enemies, Germany and Japan."

Turns Guns on Wallace

"But while we are winning the war and winning the peace abroad," he continued, "we must see to it that we do not lose our Republic at home. The youth of America have gone away from home leaving the house in our care. We must see to it that this home they love is not permitted to fall into disrepair, and that its precious contents are preserved intact."

Halleck then turned his guns on Henry Wallace, who, he said, will take the taxpayer for a "real ride unless we do something about it."

"Henry Wallace has revealed for all to see his program for postwar America, which program is the New Deal program. It is a program which is highly pleasing to the Hillmans and Browders, the leftists and fellow travelers who are demanding immediate confirmation of Mr. Wallace as Secretary of Commerce," he declared.

"As Vice President, Henry Wallace could exercise no power. But as Secretary of Commerce, with RFC funds under his control, he could pay that milk bill for every Hottentot. And what he could do to our economy at home is almost beyond comprehension."

Continued deficit spending, Halleck told his audience, will "lead only to disaster and ruin." He asked for the end of regimentation, of concentration of more power in the hands of the Executive and of attempts to streamline and change the traditional American system of government.

Sets Forth Republican Views

The G. O. P. chieftain demanded a form of social security which will "keep the strong strong" as well as "provide for the weak."

"The way to make free enterprise work is to free it, not hobble it," he said. "The free enterprise system is a system of private ownership operated for fair return under fair regulation. And any party that deliberately sets out to destroy fair return will kill this system.

"We must preserve the freedoms of the individual within the framework of just laws. They are the right to work, the right to earn, the right to save and the right to invest. They include the right to receive a reasonable and honest return upon investment. The most valuable of all these is the right of opportunity.

"These things have been entrusted to us and we must preserve them. In this time of war, for the common good, it has become necessary to curtail our privileges and restrict our rights and remove some of our freedom. As we view the future, we have justified fears that the New Deal Administration under which we have lived for 12 years does not mean to return these things to us.

"We are not misled. Regimentation did not begin with the war. The New Dealers have always liked it. The Constitution and the Bill of Rights have always irked them.

Stresses Republican Promises

"Our cities frequently demand of us, what is your program—where do you stand? To them let us say that the Republican party holds that the American system of individual liberty and free enterprise under fair regulation must and shall be maintained. The Republican party promises that every right, every privilege necessary to the life of a free man shall be returned to free men the instant it becomes possible. The restrictions that have been imposed upon you shall be removed; the regimentation to which you have been subjected shall be abolished.

"The Republican party will not be content merely to undo the tragic blunders of the New Deal or to heal the wounds to our country inflicted by malignant New Deal revolutionists. It will not merely be content to halt the New Deal march toward state Socialism or Communism or Fascism. It will take concrete, definite, positive steps to build and to insure a happier, more prosperous, more serene future."

Bradford in Lincoln Tribute

In a tribute to Lincoln, Lt. Gov. Bradford said that "Lincoln is close to us today because of our very impatience with greatness."

"We are sickened," he said, "at the spectacle of hundreds of thousands of our fellow beings marched this way or marched that way, whether in war or peace, because they must live according to some great man's plan. We see in Lincoln the reaffirmation of faith in us, the common people.

"Lincoln never forgot that our form of government does not exist for itself or run by itself. We run it —you and I and our neighbors—all of us. Lincoln had faith in us. Lincoln had faith in that kind of government. He knew it could only fail if we failed by handing it over to someone to run for us. Lincoln's creed is the Republican creed today."

At the head table were:

GEORGE B. ROCKWELL, president, Republican Club of Massachusetts.

ERWIN D. CANHAM, editor, Christian Science Monitor.

JAY R. BENTON, former president of Middlesex Club.

MRS. ALBERT WARREN LEVIS, president, Women's Columbus Republican Club of Massachusetts.

ARTHUR W. COOLIDGE, President of the Massachusetts Senate.

ROBERT C. ALEXANDER, USNR, chaplain, United States Naval Hospital, Chelsea.

MRS. CHARLES P. HOWARD, president, Women's Republican Club of Massachusetts.

CHANNING H. COX, former Governor.

MRS. ALFRED B. WILLIAMS, Republican national committeewoman.

FREDERIC W. COOK, Secretary of the Commonwealth.

MRS. SINCLAIR WEEKS.

ROBERT F. BRADFORD, Lieutenant Governor.

MRS. CHARLES A. HALLECK.

LEVERETT SALTONSTALL, United States Senator.

BENJAMIN F. FELT, president, Middlesex Club.

CHARLES A. HALLECK of Indiana.

MRS. LEVERETT SALTONSTALL.

SINCLAIR WEEKS, former Unite States Senator; Republican national committeeman.

MRS. ROBERT F. BRADFORD.

CLARENCE A. BARNES, Attorne General of Massachusetts.

MRS. ADDISON B. GREEN vice chairman, Republican state committee.

PHILLIPS KETCHUM, general chairman, 1945 Red Cross War Fund.

FRANK G. ALLEN, former Governor.

MRS. CAROLYN LaVERS PURCELL, president, the Business and Professional Women's Republican Club of Massachusetts.

FREDERICK BANCROFT WILLIS, Speaker of the Massachusetts House of Representatives.

BRIG GEN WILLIAM J. KEVILLE, former president of the Middlesex Club, Adjutant General of Massachusetts.

GEORGE E. THOMPSON, district attorney of Middlesex County.

GEORGE B. ROWELL, chairman, Republican State Committee.

RUSSELL B. STEARNS, chairman, Massachusetts Republican finance committee.

February 13, 1945

Mr. Benjamin F. Felt
President, Middlesex Club
140 Tremont Street
Boston, Massachusetts

Dear Ben:

Your dinner last evening scintillated! The speeches all good, admirably balanced, and the party was over at a good hour. Your introductions epochal. You are showing all your predecessors in office just how a Middlesex Club dinner should be run. Please accept my personal and enthusiastic congratulations.

It was a treat for an old wheel horse of the party to be invited to sit at the head table with all the present day dignitaries. For this I thank you.

Cheerfully yours,

Jay R. Benton

P.S. The food was good too and Charley McGee's string orchestra never sounded sweeter!

JRB:BCC

WAVERLEY CO-OPERATIVE BANK

Belmont, Mass., February 1, 1945.

Dear Sir:

The regular meeting of the Board of Directors will be held at the Bank on Monday evening,

February 12th.

at 8 p. m.

It is hoped that you will be able to be present.

Respectfully yours,
WALTER E. BORIGHT,
Treasurer.

Had To
Pass this up.

Monday, February 12th 1945

Frances still home with her cold also John. Orange juice Wheat Germ Fried eggs + Bacon - toast - iced coffee - Cars all the way to Town and talking with Mike Fahey - Office - work - out to lunch at 12.30 and to the Cafe Rouge at the Hotel Statler with Everett Lane - Asparagus Tip Salad - Stuffed eggs - sliced tomatoes - Roll - Coffee - sliced oranges - on the way back bought Valentines at the Boston Music Co - Office - work - Freshened up. Walked up to the Statler - attended the Annual Lincoln Night dinner of the Middlesex Club. Had a good time - Mike Fahey gave me a ride home. Streets very icey and slippery.

LONDON, Feb. 13 (UP) — The ruins of Budapest, capital of Hungary and one-time city of 1,500,000, fell today to the Red Army after a siege of six weeks, Marshal Stalin announced in a special order of the day.

Tuesday, February 13th 1945

Up at the regular time - orange juice wheat germ. Minced Lamb on Toast - Iced coffee. to Town all the way on the cars - again talking with Mike Fahey - Office - work - at 11.45 taxi to the Statler - attended the "Aviation Day" luncheon of the Advertising Club of Boston - Sat at the head Table - over at 2 - walked back to the office - Real Estate - Work to 4.45 - With Moody & Mansfield to Allston - a stop at Griffin's - home. Little Living Room. Valentines and Presents on the Mantlepiece - Dinner - Oysters on the halfshell &

to Bed early.
Frances returned to Boston Red Cross today and as a result was tired tonight.

TIME
THE WEEKLY NEWSMAGAZINE

ADVERTISING DEPARTMENT
STATLER OFFICE BUILDING
BOSTON 16, MASS.

February 1, 1945

Mr. Jay R. Benton, Chairman
Greater Boston Development Committee
160 Congress Street
Boston, Mass.

Dear Mr. Benton:

Re: Massachusetts "Aviation Day" Luncheon

Within a very few days I hope you will be hearing and reading about the Aviation Day luncheon which will be held in the Statler Ballroom on Tuesday, February 13 - under the sponsorship of the Advertising Club of Boston, the Aeronautic Association of Boston, and the Boston Chamber of Commerce.

My reason for writing you now is to ask you to be a guest of the committee at the head table.

The present and future of aviation in Massachusetts will be discussed, and a presentation of current developments and plans for the Commonwealth will be made.

Governor Maurice J. Tobin will be the principal speaker.

I want to reserve a place for you at our head table and would appreciate your early acceptance.

Sincerely yours,

W J McDonald

W. J. McDONALD,
Aviation Day Luncheon Chairman

WJM/D

MASSACHUSETTS *"Aviation Day"* LUNCHEON

under the auspices of

ADVERTISING CLUB
of Boston

AERONAUTIC ASSOCIATION
of Boston

AVIATION COMMITTEE
Boston Chamber of Commerce

February 1, 1945

Dear Friend:

There are luncheons and luncheons - dinners and dinners - meetings and meetings...

But - here is one get-together that will be packed to the last get-away minute with vital interest, information, enthusiasm and opportunity - for you.

It's the MASSACHUSETTS "AVIATION DAY" LUNCHEON - scheduled for Tuesday, February 13th at the Hotel Statler, Boston - under the sponsorship of the Advertising Club of Boston, the Aeronautic Association of Boston and the Aviation Committee of the Boston Chamber of Commerce.

It's the day when we'll learn from people who know, including Governor Tobin, where Massachusetts and Boston stand in the national aviation picture; where we go from here; and how we plan to reach that goal - and why!

The future of Massachusetts aviation is mighty important to you and your community. We'd like very much to have you with us. Please read the Aviation Luncheon story inside the invitation - and send in your reservation as early as possible.

Sincerely yours,

C J McDonald

"AVIATION DAY" LUNCHEON CHAIRMAN

February 5, 1945

Mr. William J. McDonald
Aviation Day Luncheon Chairman
"Time" Advertising Department
Room 1110 - Statler Office Bldg.
20 Providence Street
Boston, 16, Massachusetts

Dear Mr. McDonald:

I am very pleased to accept your kind invitation to the Massachusetts "Aviation Day" Luncheon to be held at the Statler on February 13th. It is sure to be an intensely interesting meeting. Thanks for including me among your guests.

Sincerely yours,

JRB:BCC

Aviation's BIG DAY IN MASSACHUSETTS

YOU CAN be in on what looks like the biggest day yet in Massachusetts aviation . . . when the leaders in the promotion of the future of aviation in the state will tell of their plans, and spark the big team-work drive that should lead to a prominent place in the aviation world of tomorrow for Boston and for Massachusetts.

THE OCCASION . . . the big Massachusetts "Aviation Day" Luncheon under the sponsorship of the Advertising Club of Boston, the Aeronautic Association of Boston and the Aviation Committee of the Boston Chamber of Commerce — with Governor Maurice J. Tobin as chief speaker.

THE DAY . . . Tuesday, February 13, 1945 at 12:15 noon.

THE SUBJECT . . . The Present and Future of Aviation in Massachusetts — discussed by those responsible for aviation development in the Commonwealth. A clear-cut presentation of our development plans — and a plea for your enthusiasm and practical cooperation. You are urgently invited to attend.

THE PLACE . . . Ballroom of the Hotel Statler, Boston. A reservation card is enclosed for your convenience. Please mail it as early as possible.

YOUR SUPPORT — YOUR ENTHUSIASM — YOUR ATTENDANCE — ARE WANTED AT THE . . . .

Main Speaker

HIS EXCELLENCY
GOVERNOR
MAURICE J. TOBIN

Subject:

"THE FUTURE OF AVIATION IN MASSACHUSETTS"

Meet . . . Hear . . . These Distinguished

LEADERS IN AVIATION and PUBLIC LIFE

Governor Maurice J. Tobin will give the complete story of his program for the development of aviation in Massachusetts. Head table guests will include *Lieut. Governor* Robert F. Bradford; Dudley H. Dorr, *Pres. Aeronautic Asso. of Boston;* William A. Jackson, *Pres., Boston Chamber of Commerce;* Paul N. Swaffield, *Pres., Advertising Club of Boston;* John E. Kerrigan, *Acting Mayor, City of Boston;* Ralph M. Eastman, *Chairman Aviation Committee, Boston Chamber of Commerce;* Major Arthur Tully, *Director*, and Thomas Dudley Cabot, *Chairman, Mass. Aeronautic Comm.* . . . and representatives of the Army, Navy, civic organizations, the Legislature, Boston newspapers and other groups active in the promotion of aviation in Massachusetts.

Attendance at this luncheon is expected to break records for Boston noontime get-togethers. Late reservations will probably be too late.

Mail the Reservation Card Early for Best Table Locations

MASSACHUSETTS *"Aviation Day"* LUNCHEON · *Hotel Statler, Boston* · *February 13, 1945*

Get your answers to

THESE BIG QUESTIONS

WHY does the future of aviation in Massachusett hinge on a successful International Airport in Boston

HOW big will Logan International Airport be o completion of present plans?

HOW will it compare with LaGuardia and Idlewild i New York?

HOW long will the runways be?

CAN we take care of seaplanes if they come in general use?

HOW will an active, efficient airport in Boston benefit the rest of the Commonwealth and New England?

WHAT are the plans for development of airfields a air transport for your city or section?

There is no question that aviation ranks high in th thinking of New Englanders. Here's a chance to g the story straight from those responsible for aviati development in our Commonwealth.

AT THE *"Aviation Day"* LUNCHEO

Hotel Statler · Boston

Tuesday, February 13, 1945

TIME
THE WEEKLY NEWSMAGAZINE

ADVERTISING DEPARTMENT
BOSTON OFFICE
STATLER BUILDING

February 8, 1945

Mr. Jay R. Benton, Chairman
Greater Boston Development Committee
160 Congress Street
Boston, Mass.

Dear Mr. Benton:

Re: Massachusetts "Aviation Day" Luncheon
Tuesday - February 13

Since we have a very full speaking schedule, and luncheon must start promptly, it is necessary to ask head table guests to meet no later than twelve noon sharp at the Advertising Club headquarters - Room 428 - Statler Hotel.

Thank you for your cooperation.

Cordially yours,

W. J. McDonald

W. J. McDONALD,
Aviation Day Luncheon Chairman

WJM/D

MASSACHUSETTS "Aviation Day" Luncheon
under the auspices of

RTISING CLUB
f Boston

AERONAUTIC ASSOCIATION
of Boston

AVIATION COMMITTEE
Boston Chamber of Commerce

Hotel Statler - February 13, 1945

LEFT

ld Harrison, Commander, Crosscup-
Pishon Post American Legion
n A. MacDonald,
Commissioner of Public Works
Simmons, President & Editor,
Boston News Bureau

ld G. Kern, Publisher, Record-
American and Sunday Advertiser
E. Flaherty, Minority Floor
eader, House of Representatives.
s Taylor, Treasurer,
Boston Globe
ph L. Murphy, Minority Leader
Massachusetts Senate
r J. Jordan, Ass't. Floor Leader,
House of Representatives
rt B. Choate, Publisher,
Boston Herald-Traveler
R. Benton, Chairman, Greater
Boston Development Committee
les R. Spencer, President,
First National Bank
of Boston
n D. Canham, Managing Editor,
Christian Science Monitor
Leslie B. Cutler, Massachusetts
House of Representatives
ral Richard K. Hale, Director,
Division of Waterways

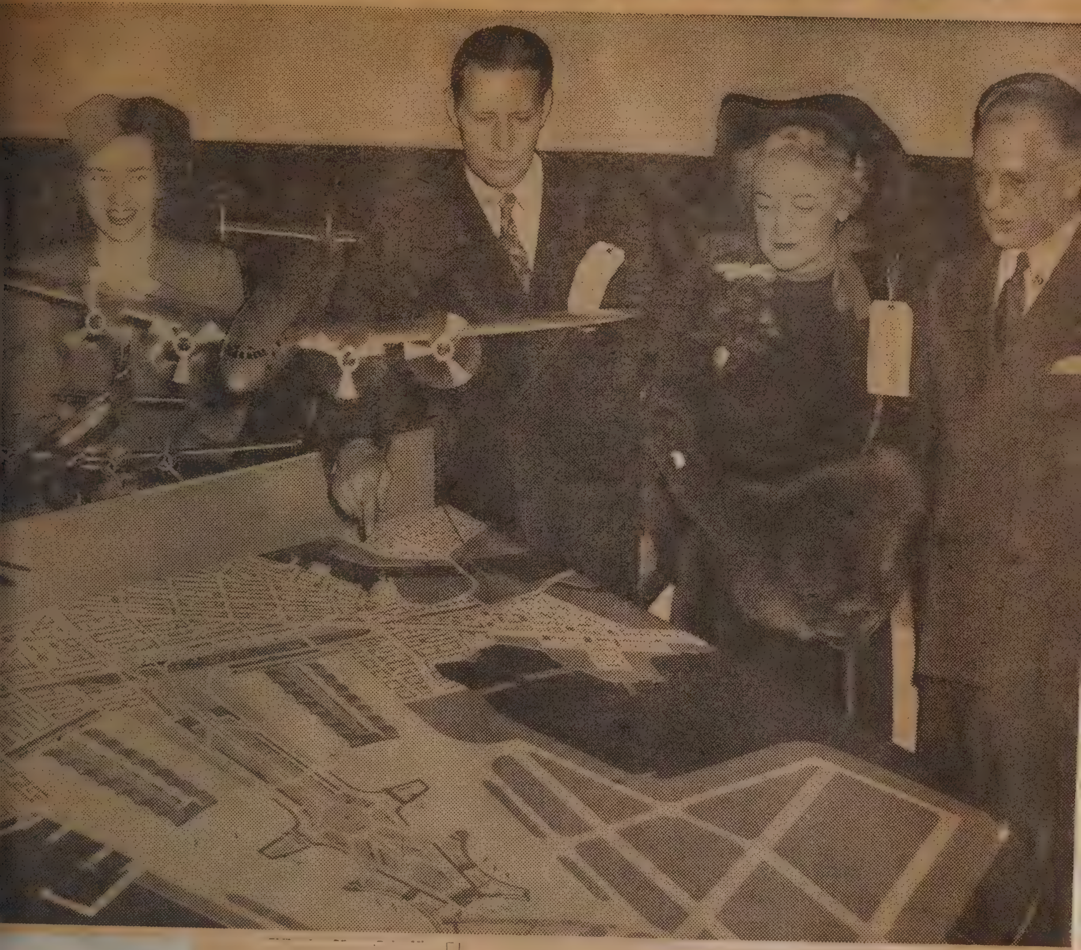
rles R. Doyle, Managing Editor,
The Boston Post
Fletcher Ingals, District Airport
Engineer,
Civil Aeronautics Administration

RIGHT

Frederick B. Willis, Speaker,
House of Representatives
Glenwood J. Sherrard, Pres. Parker House;
Chairman, American Hotel Assn.
Commodore Wilfred N. Derby,
District Coast Guard Officer
Roy F. Williams, Executive Vice President,
Associated Industries of Massachusetts
Mrs. Edward L. Logan, for whose husband,
the late General Logan, the Logan
International Airport was named.
The Honorable John E. Kerrigan, Mayor,
City of Boston
William K. Jackson, President,
Boston Chamber of Commerce
Thomas Dudley Cabot, Chairman,
Massachusetts Aeronautic Committee
His Excellency MAURICE J. TOBIN, Governor,
Commonwealth of Massachusetts
Paul Swaffield, President,
Advertising Club of Boston
William J. McDonald, General Chairman,
Aviation Day Luncheon
Arthur H. Tully, Jr., Director,
Massachusetts Aeronautic Commission
Brigadier General Calvin DeWitt, Jr.,
Commanding Officer
Boston Port of Embarkation
Dudley H. Dorr, President,
Aeronautic Association of Boston
Ralph M. Eastman, Chairman, Aviation Comm.
Boston Chamber of Commerce
The Honorable Robert F. Bradford,
Lieutenant Governor,
Commonwealth of Massachusetts
Dudley Harmon, Exec. Vice President,
New England Council
Captain V. B. Herbster, U.S.N. (Ret.)
District Aviation Officer
Arthur W. Coolidge, President,
Massachusetts Senate
James T. Moriarty, Commissioner Labor and
Industries, Commonwealth of Massachusetts

STAGE

lub Airport to Be Nation's Best



Plans Laid

Gov. Tobin, Mrs. Edward L. Logan, widow of Gen. Logan, for whom Boston's airport was named, and W. J. McDonald, chairman, view model of proposed expansion of Logan Airport, at Aviation Day fete at Hotel Statler. Northeast Airlines' Stewardesses Mary Kelly and Louise Sullivan look on.

Of MARTS *and* MEN...

THE MASSACHUSETTS AVIATION DAY LUNCHEON at the Hotel Statler yesterday was one of the best jobs of "sales promotion" for the Bay State's "place in the skies" that ever has been engineered by local interests, and the Aeronautic Association of Boston, Advertising Club and the Chamber of Commerce all are entitled to "take a bow" for the smooth and effective performance.

To make the affair realistic, air stewardesses announced imaginary "flight departures" to Paris, London and Madrid over an amplifying system as the post-prandial exercises got under way, to the accompaniment of the droning of airplane engines. And as the curtains on the stage of the hotel ballroom were parted, a huge illuminated replica of the upper segment of the globe was revealed showing Boston as the focal point of air routes to all parts of the world. A large model of an airplane zoomed onto the scene from off-stage and surmounting the eye-appealing panorama was the slogan, "Hub of the Air Universe."

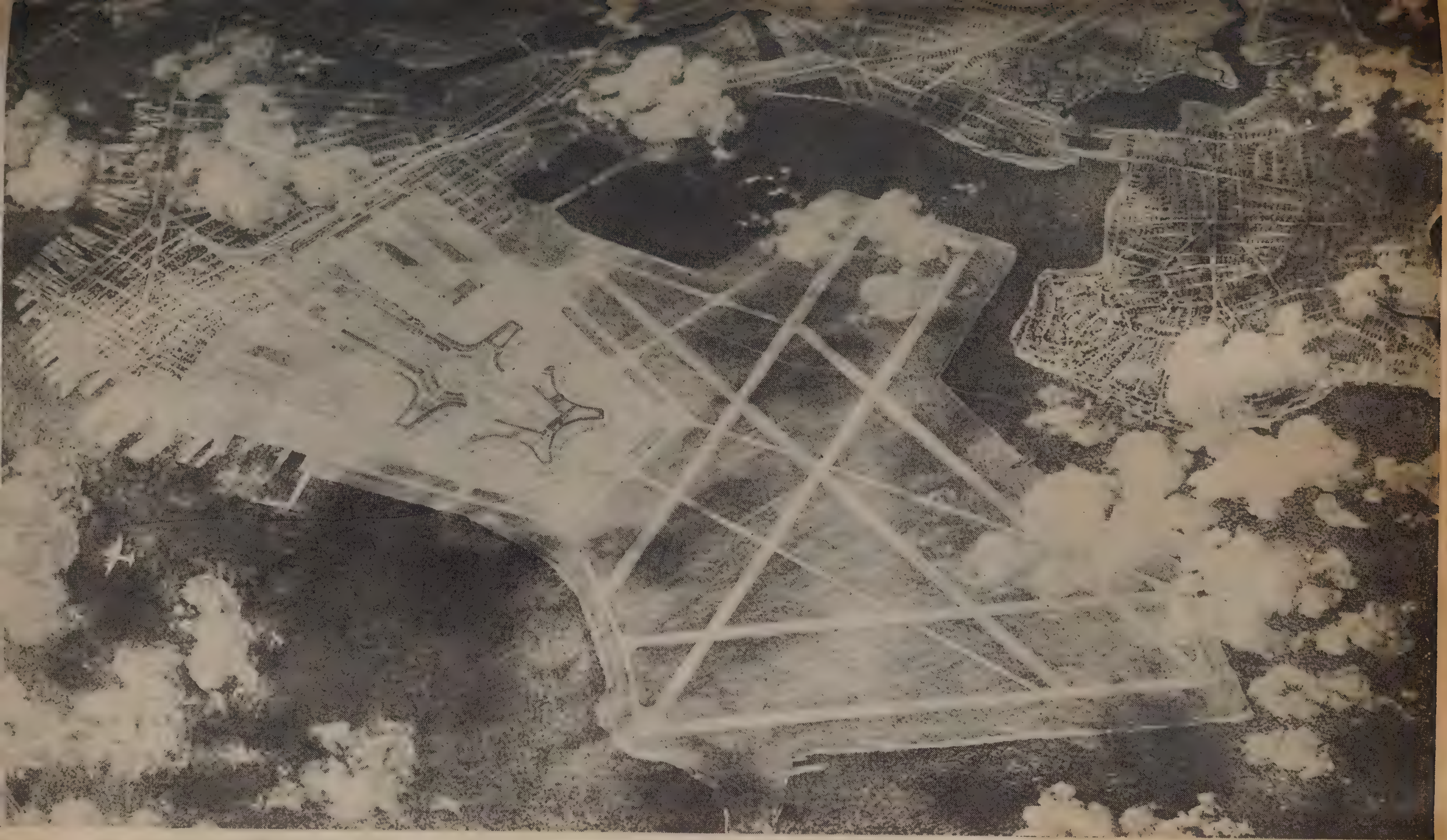
The scene recalled to this writer's mind the comment which Capt. Eddie Rickenbacker, legendary figure of the air, made on

Monday, on the occasion of a brief visit to the Hub, to the effect that "I wish I was 20 years younger so that I could participate more fully in the development of aviation."

In defending the East Boston airport against the attacks of some outsiders, Maj. Arthur Tully, Jr., director of the Massachusetts Aeronautics Commission, pointed out at the luncheon that those who speak in a derogatory manner of fogs at Logan field, can be shown Weather Bureau records "proving we have less fog than New York." He added that "fog is sure to become less of an obstacle when radar and other wartime developments are available to the air lines. We have far more than the required clearance over all obstacles in the line of runways."

William J. McDonald, general chairman, caused a ripple of laughter when he outlined plans the committee had considered for the entrance of Governor Tobin to the luncheon. In keeping with the nature of the event, it was suggested that the Governor might drop in by parachute or fly to the head table in a Piper Cub. However, neither plan could be carried out since the Governor was much too busy to spare the time to rehearse the performance.

* * *



(Fay Foto Service)

PLANE'S-EYE VIEW OF BOSTON AIRPORT OF THE FUTURE. *This exclusive picture gives a realistic conception—even to the clouds—of what General Logan International Airport will look like from the sky if developments proposed in a $23,517,000 enlargement plan are carried through. The illustration is a reproduction of a charcoal drawing by Thompson & Lichtner Co., Inc., engineers, who with Coolidge, Shepley, Bulfinch & Abbott, architects, recommended the extensive enlargement plans in a report for the Emergency Public Works Commission. A giant picture similar to this one, but without the cloud effects, was exhibited in the "Greater Boston Looks Ahead" Exhibition, which is described in an article starting on page 32 in this issue.*

THE BOSTON HERALD, TUESDAY, FEBRUARY 13, 1945

BOSTON'S HOPE SEEN IN NEW SPIRIT

By W. E. PLAYFAIR

The city of Boston is sick, but the patient's condition is far from hopeless.

Recent developments at City Hall have deepened the gloom of many who believe not even a major operation would help in this case. Other observers, less pessimistic, see growing signs that a remedy, drastic but effective, may be at hand.

Among the enlightened optimists is City Auditor Charles J. Fox, one of the city's ablest public servants,

(Continued on Page Ten)

(Continued from First Page)

who is also widely known as a student of city administration. He sees cheering portents in such phenomena as the organization of the Greater Boston Development Committee and the results of last year's Boston contest. They indicate to him that it now is being recognized that Boston's problems are not wholly Boston's, but belong to the metropolitan area, the state, and even New England.

KEEPING APPEARANCES

"As the center of a great metropolitan area," he told The Herald, "Boston has attempted over a long span of years to maintain the appearance and activities of a city with a far greater income and population. For the good of the entire area, it has had no other choice.

"Old in years, small in area and with a shrinking population, the central city has suffered in direct ratio to the growth and prosperity of the surrounding communities. Because of an outmoded tax structure, which compels real estate to carry an unfair share of the cost of government, past political antagonisms between state and city, heavy relief disbursements, the forced assumption of Metropolitan District, Elevated Railway and county costs, and because the appeals of the city for relief and help have long been ignored, Boston today is confronted with the responsibility of providing for mandatory and fixed expenses in the face of insufficient and relatively static income.

TIME FOR ACTION

"For years, the danger signals have been flying, but whatever may be the main cause—lack of co-operation between state and city officials or lack of confidence by surrounding communities in the administration of Boston affairs—the fact remains that Boston has been permitted to 'stew in its own juice.'

"Little or no thought has been given to the fact that the city, as the commercial center of the commonwealth, and, in fact, of New England, could not, in and of itself, maintain its character as a metropolitan center without the assistance of the communities that depend for their prosperity on the continuance of the central city and which would wither away if the central city lost its identity.

"For the first time in many years, however, it appears that the spotlight of public attention has been focussed directly on the weak spot in Boston's armor. If, as suggested by the chairman of the Greater Boston Development committee at a recent luncheon, the time has arrived for 'less talk and more action for Boston,' we can face the postwar era with confidence that whatever economic disturbances may develop will be met by united and vigorous community action."

In one respect, the debt picture, Boston's position is strong. Since 1937 the overall debt has been reduced 30 per cent., and temporary and tax-title loans also have been cut down. But over a period of 14 years, the tax base—assessed valuations—has shrunk 26.9 per cent., this alone causing a $10.50 increase in the tax rate. In Mr. Fox's view, the mayor elected next November will be faced with the immediate necessity of doing something about this problem.

FOUR-POINT PROGRAM

"In my opinion," he said, "the following four-point program will be necessary: Reorganization of assessing methods and procedure, retrenchment of operating costs wherever possible, an expanded grant-in-aid policy by the state and some form of integration of the municipalities in the metropolitan area.

"The first two lines of action can be pursued internally, but the others naturally involve outside co-operation and assistance. Their inclusion in the suggested program is predicated on the belief that Boston's prseent problem is not entirely of its own making and that the welfare of the surrounding area as well as that of the state is vitally involved in the solution."

It was in their recognition of this broader responsibility that Mr. Fox found good omens in the several projects in the Boston contest, conducted by Boston University, and in the plans of the Greater Boston Development committee. In the contest entries, it was generally agreed that the soundness or weakness of Boston proper should be the concern of the whole metropolitan area. The initial action of the committee, he said, indicated that "at long last, Boston's problems are to be treated in a virile and positive manner."

MUSHROOM GROWTH

Two steps recommended by the city auditor, and also by many other organizations and individuals interested in the city's welfare are a searching survey of the overall municipal organization, and a classified compensation plan for city employes to do away with current abuses.

"Our city charter was enacted 36 years ago, when the municipal service program was administered with appropriations totalling $23,000,000," he said. "In 1944, the current obligations and activities of the city required appropriations totalling $77,200,000.

"In the absence of any material alterations in our city charter, the substantial growth and expansion evidenced by these figures has been of a mushroom type. The departmental structure of the city today consists of a multiplicity of departments, 50 or more in number, operating more or less independently of one another, because of the lack of any functional grouping or relationship.

"Our present scattered pattern of operation makes executive control difficult and complex, since a mayor's contacts and directives must embrace such a wide range of administrative units. In a number of cities, where there are functional setups, there are six or eight key men instead of 50. It is easier for a mayor to work efficiently with a smaller cabinet.

NEW INCOME NEED

"The lack of unification and coordination which is evident in the departmental organization of the city also is to be found in the payroll structure. Our departments, exclusive of schools and the county, employ the services of, roughly, 12,000 employes. In the absence of any comprehensive compensation and classification plan, the fixing of employes' salaries and wages results largely from a 'meeting of minds' between the mayor and his individual heads.

"Lacking the guidance and protection afforded by a well-ordered and equitably regulated compensation plan, it is admittedly impossible for any chief executive to control effectively and efficiently the payroll structure of a corporation the size of Boston. Salary increases may depend to a large extent on the mayor's frame of mind."

Mr. Fox recalled that only a few years ago, the city of Philadelphia was pointed out as a horrible exemple of municipal management. Today, Philadelphia is in excellent condition.

"Of course," he explained, "Philadelphia has the gross-income tax, which provides 50 per cent. of the city's revenue. New York has its sales tax, too. It will be necessary to provide Boston with new sources of income."

SEMPER FIDELIS
U.S. MARINE CORPS

Wednesday
Feb. 14, 1945

Dear Mom and Dad,

Happy Valentine's Day, everyone! Thank you for those that you sent to me. Today being Ash Wednesday I made the first of forty masses in succession. That is, if I stay here for that length of time.

There's a great deal of talk about the breaking up of Marine Corps aviation and there have been several examples of it here. For instance, two of our rapdio operators have gone into tanks as operators of tank radio-equipment. Without a doubt, it's due to the final clashes to follow in the Pacific until a great many marines will be converted for these last great beach-heads. The idea of that excites me already.

It has turned quite warm here this week so Spring can't be far away. The snow at home probably won't be gone until April. It's been so long since I've seen any snow except that which covers a few of the highest mountains out here. Even that has melted away now.

I see that Jimmy Foxx has signed with the Phillies. The game will have color but it will be slow. I noticed Betty Jane Steevers' Engagement in the Herald that you sent. Good Girl.

Love,
Peter

For You,

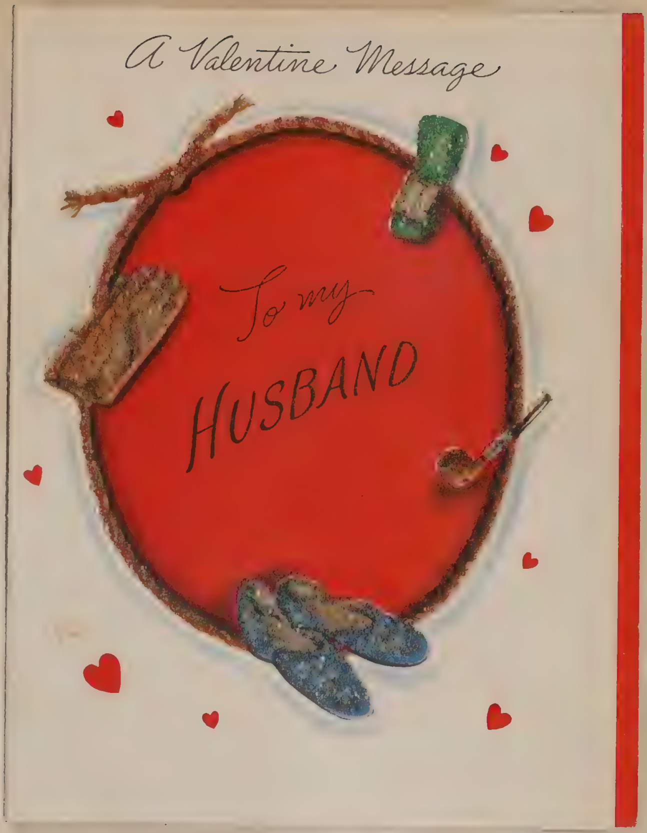
SWEETHEART

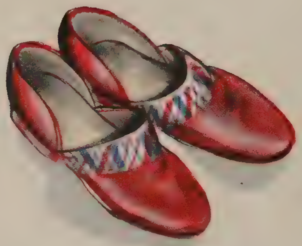
on

Valentine's Day

to My dear Wife
Frances
on St. Valentine's Day
February 14th 1945
Jay

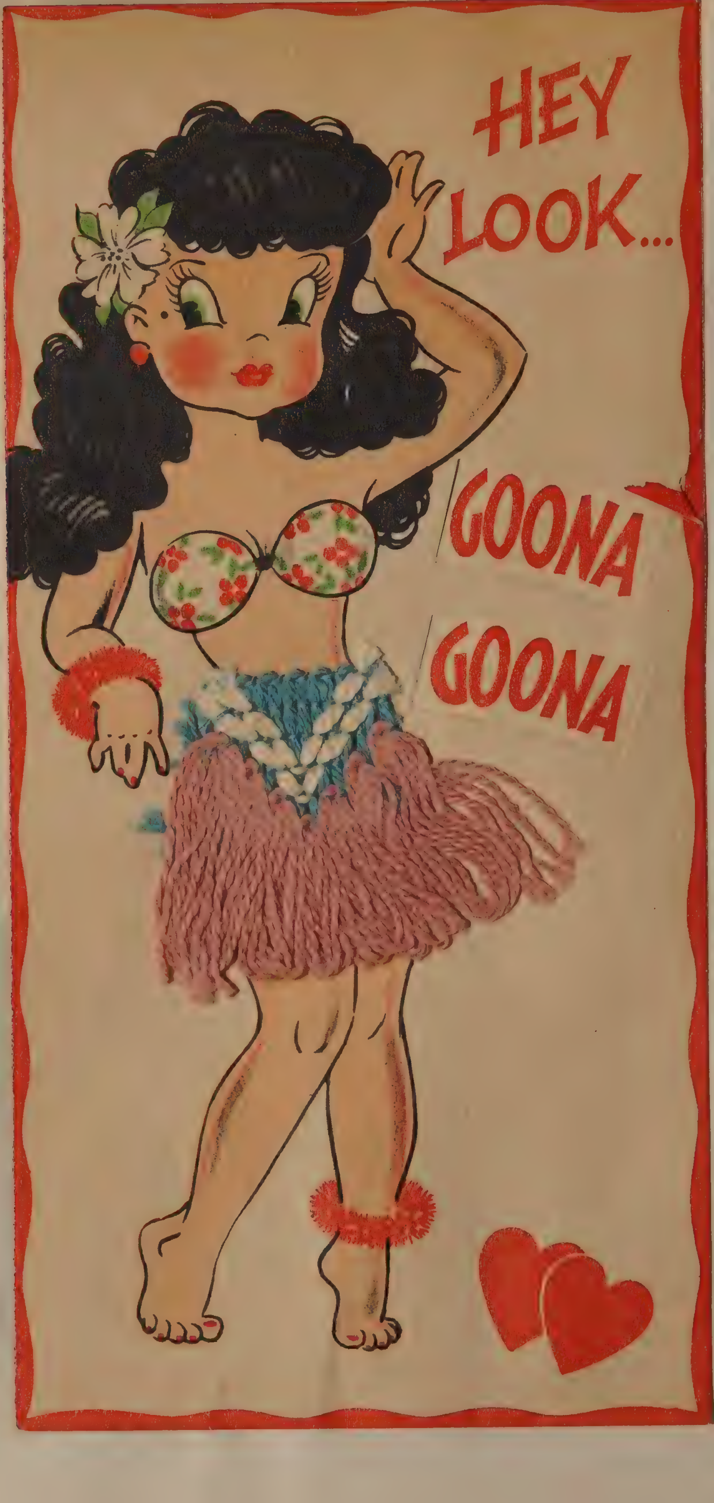
Not just on special days like this
But always, I love you,
I think of your sweet thoughtfulness
Always, the whole year through;
And so this message brings my love
For all the days to be,
For every day all through the year
Is Sweetheart's Day to me.


A Valentine Message
To my
HUSBAND



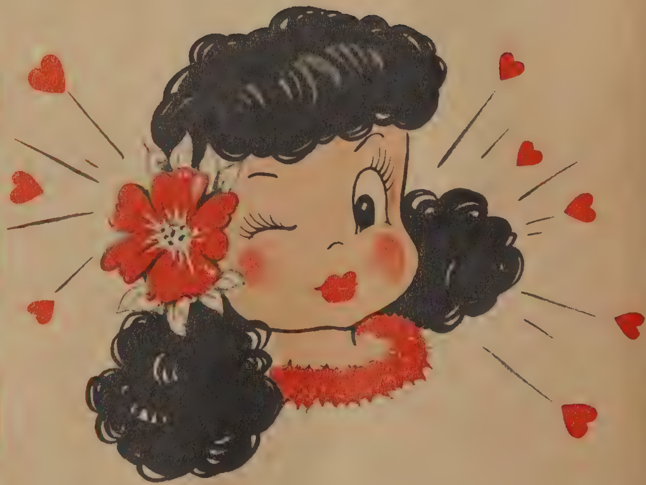
When I look at other husbands
And I see the grouchy, cross ones,
And the dumb ones and the meek ones,
And the "see here, I'm the boss" ones--
Well!--I feel so proud and thankful
That I just can't help but show it,
For compared to other husbands
Mine's the BEST one--and I KNOW IT!

1945


HEY LOOK...
GOONA
GOONA

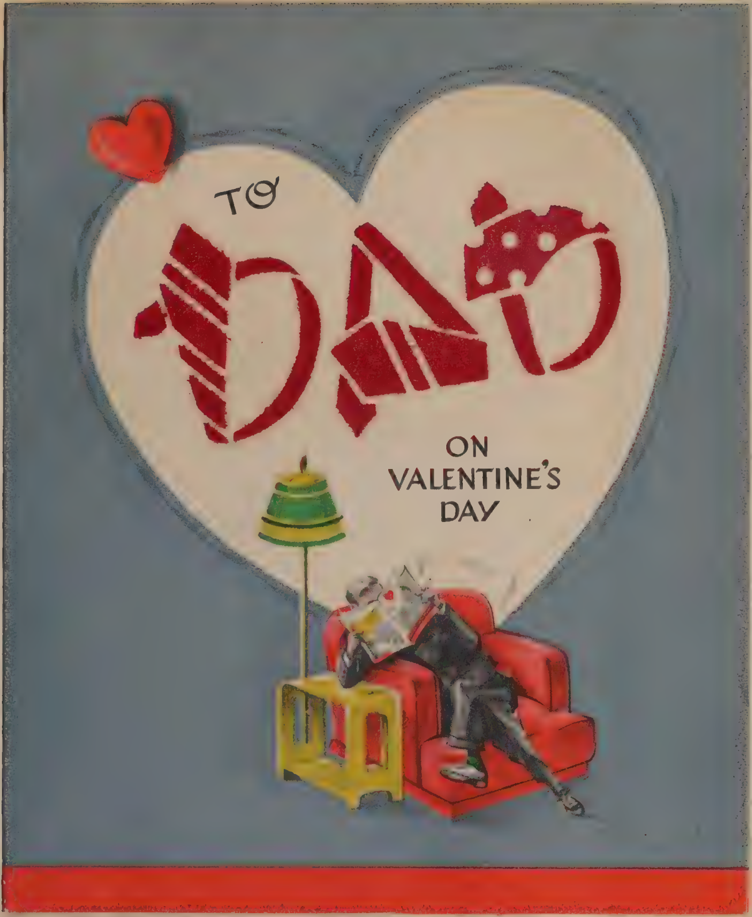
WELL...

ARE YOU GOONA
OR
AIN'TCHA GOONA



BE MY
VALENTINE
?

???


TO
DAD
ON
VALENTINE'S
DAY

Dad, here's a Valentine
that comes
With special love to you,
And wishes for the
gladdest things
That you can think of too;
There's no one has a better right
To the things that
make life glad,
For no one in this world
could be
A better, dearer Dad.

[illegible]

A Valentine Tribute to MOTHER

"Mother" is the word that means
Loving, kind and dear;
"Mother" is the word that means
Thoughtful, sweet, sincere;
And, "Mother" is the word that means
All that's good and true;
But, it's cherished MOST because
To me it means --- just YOU!

A HAPPY VALENTINE DAY,
MOTHER DEAR!

Happy Birthday, Mom

Love,
Peter

Dear Jay—

Can you imagine
how I preened over
your valentine ?,

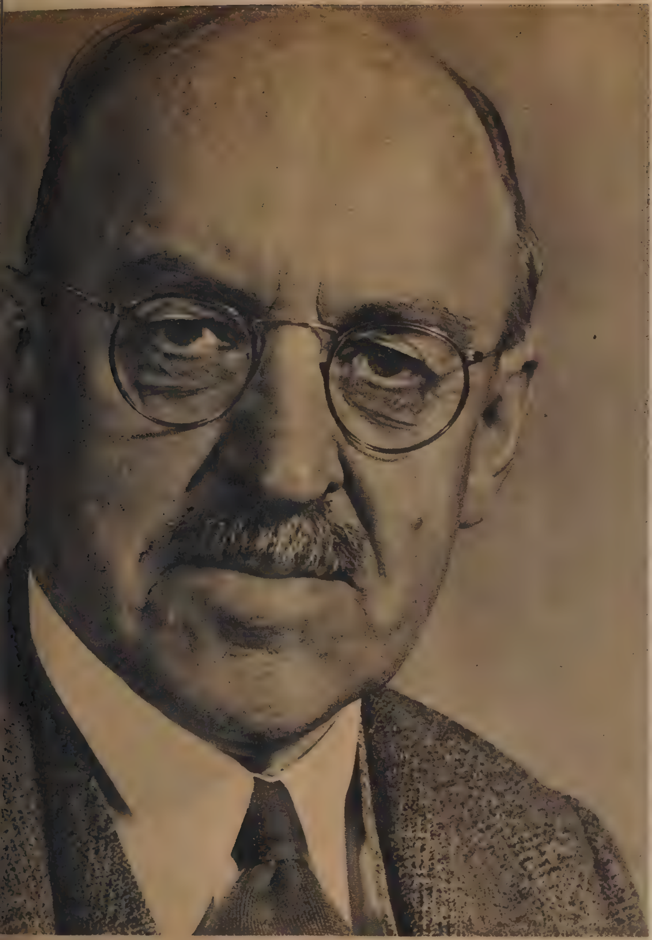
When an old one
at nearly eighty
reads "Mother dear,
you're sweet as
you can be"

that would
thrill any mother's
heart — specially
mine, from such
a dear son

Lovingly
Mother

February fifteen/44

The President's arrival at Yalta.



C.E.D.'S RALPH FLANDERS

Boston Herald.

New State Group Boosts Port Plan

Formation of a Massachusetts Committee for Port Development, with Ralph E. Flanders, president of the Federal Reserve Bank of Boston, as chairman, was announced yesterday by Jay R. Benton, general chairman of the Greater Boston Development Committee.

The committee has been formed to unify support of the general public throughout the state in the development of the Port of Boston. The first step was taken a month ago when the committee sponsored a new Boston Port Authority bill, based on the Lane-Peterson plan, and calling for expenditures of $15,000,000 for immediately needed facilities.

Commenting on the port program, Flanders said, "To my mind, this is the most important step taken in many years to develop industry and commerce in Massachusetts. If Massachusetts is to retain the industrial gains made during the war production period and share in the post war industrial expansion, the Port of Boston must be ready to serve our industrial and commercial interests."

Wednesday, February 14, 1945

BOSTON NEWS BUREAU

Wednesday, February 14, 1945

MASS. PORT DEVELOPMENT COMMITTEE FORMED

Ralph E. Flanders Is Chairman

Jay R. Benton, chairman of the Greater Boston Development Committee, announces the formation of the Massachusetts Committee for Port Development, and Ralph E. Flanders, president of the Federal Reserve Bank of Boston, has accepted the chairmanship. This committee was formed to unify the support of all the citizens of Massachusetts in the development of the Port of Boston.

The first objective in the committee's program is the creation of a Boston Port Authority, with the power to develop the badly needed port facilities, and to encourage the use of the Port of Boston by shippers and carriers. On January 10, the Greater Boston Development Committee filed the Boston Port Authority Bill, based on the Lane-Peterson Plan, which is now pending before the General Court.

Commenting on the program for the Port, Mr. Flanders said, “To my mind this is the most important step taken in many years to develop industry and commerce in Massachusetts. If Massachusetts is to retain the industrial gains made during the war production period and share in the postwar industrial expansion, the Port of Boston must be ready to serve our industrial and commercial interests.

“I believe the passage of the Boston Port Authority Bill the first and most vital step in the future development, not only of Boston, but of Massachusetts and all New England.

FEDERAL RESERVE BANK
OF BOSTON

RALPH E. FLANDERS
PRESIDENT

February 19,1945

Mr. Jay R. Benton,
3 Pequosset Road,
Belmont, Massachusetts.

Dear Mr. Benton:

It is a great pleasure to be joined with you, as Chairman with Vice Chairman, in the Massachusetts Committee for Port Development. We have a great opportunity for putting a good foundation under the future prosperity for Boston and the State and we must not miss out on it.

Any suggestions on your part as to the best course of action that can be pursued in the next few critical weeks will be appreciated.

Sincerely yours,

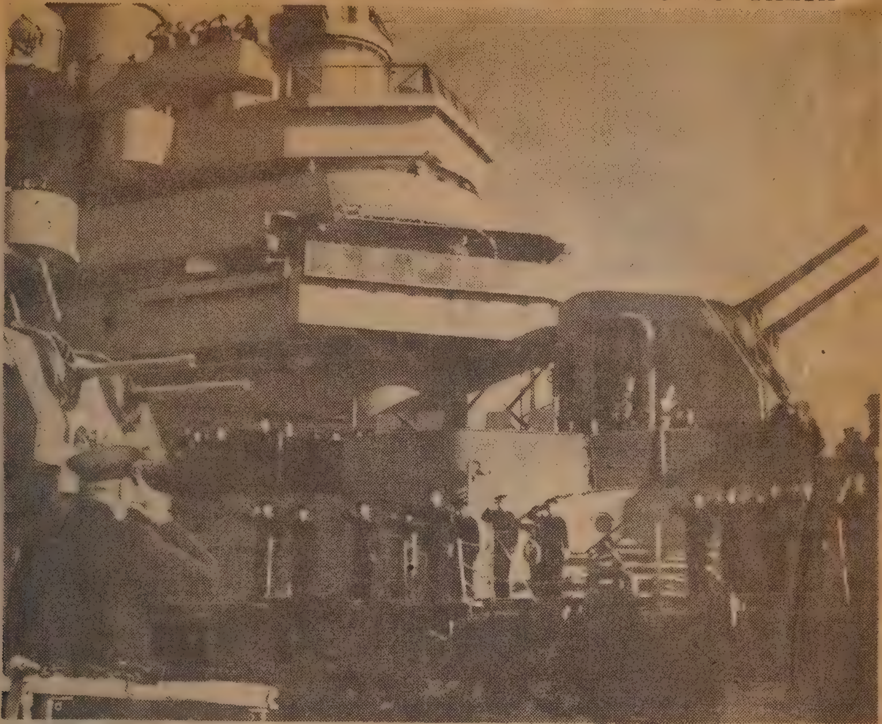
Ralph E. Flanders

Chairman, Massachusetts Committee
for Port Development.

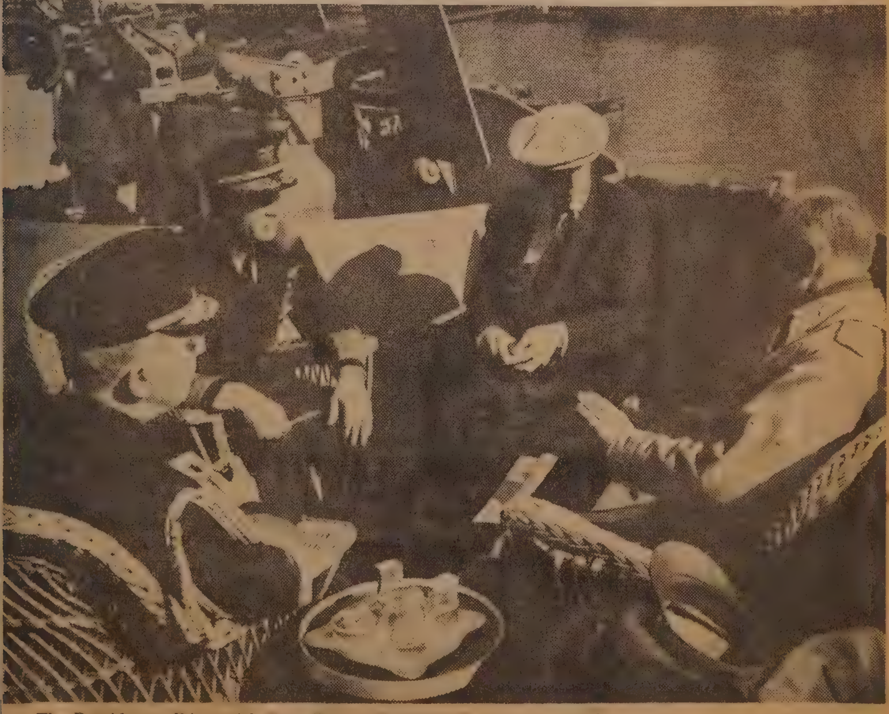
A.

Yalta

MEETINGS AT MALTA BEFORE PROCEEDING TO YALTA



Prime Minister Churchill (foreground) salutes from a British man-of-war as he greets President Roosevelt (arrow) on the bridge of an American warship as their ships pass each other in the Mediterranean port.



The President talking with Gen. George C. Marshall aboard a warship in Malta. Listening to the conversations are Admirals William D. Leahy (left) and Ernest J. King.

The New York Times (U. S. Signal Corps)

Big Three Blueprint

To the resounding documents that have emerged from World War II there was added last week the Crimea declaration. To many observers it seemed the most important of all. It reaffirmed the Atlantic Charter's promise of a free and stable world and applied its principles in the form of a blueprint for Europe. It drove home the Casablanca message of unconditional surrender. It developed further Teheran's strategy of multiple-front war on Germany.

Prime Minister Churchill, President Roosevelt and Premier Stalin held their momentous conference for eight days, ending last Sunday, at Yalta, a Russian resort city of 30,000 in the Crimea. Their meeting place was the Livadia Palace, which was the favorite winter home of Czar Nicholas II. It has 100 rooms, all but ten of which normally are used under the Soviet regime as a convalescent home for workers; the remaining ten are preserved in their original splendor as a museum to show how extravagant the czars were.

Honorary Chairman
. MAURICE J. TOBIN
vernor of Massachusetts

1945 RED CROSS WAR FUND

FOR GREATER BOSTON

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February 2, 1945

Mr. & Mrs. Jay R. Benton,
3 Pequosset Road,
Belmont, Massachusetts

Dear Mr. & Mrs. Benton:

On Wednesday, February 14th, at 12:30 o'clock, there is to be a Dutch Treat luncheon at the Boston City Club. At that time we shall have as our guests of honor Mr. Colby Chester, National Chairman of the 1945 Red Cross War Fund, and Major General Sherman Miles, U.S.A. in command, First Service Command.

Mr. Chester and General Miles will tell us about the needs and value of the Red Cross in these most difficult times.

Will you please return the enclosed postal card letting me know whether I can count on your being with us? The cost of the luncheon, $1.25, will be collected at the door.

I consider this to be one of the most important events in this 1945 campaign.

I do hope you will come, because I am sure that the occasion will be most interesting and worthwhile.

Yours very truly,

Phillips Ketchum

Phillips Ketchum
General Chairman

TO THE BOYS OF AMERICA

Theodore Roosevelt

Of course what we have a right to expect from the American boy is that he shall turn out to be a good American man. Now, the chances are strong that he won't be much of a man unless he is a good deal of a boy. He must not be a coward or a weakling, a bully, a shirk or a prig. He must work hard and play hard. He must be clean-minded and clean-lived, and able to hold his own under all circumstances and against all comers. It is only on these conditions that he will grow into the kind of a man of whom America can really be proud. In life, as in a football game, the principle to follow is: Hit the line hard; don't foul and don't shirk, but hit the line hard.

A NEW YEAR'S GIFT FROM THE CHARLES HAYDEN FOUNDATION

The South End Boys' Club, of The Salvation Army, will soon be expanded to permit doubling its capacity to a total of 2000 boys.

"The new building is a New Year's gift to the boys of the South End, in memory of my brother, Charles Hayden, creator of the Charles Hayden Foundation," said Mr. J. Willard Hayden, its president, as he outlined his plans to Colonel Richard F. Stretton, Provincial Commander. "Its location is the identical spot which was the boyhood playground of my brother. The finest of modern design and equipment will go into the new structure. It is planned to make this Boys' Club one of the best in the country. It will continue to be open to boys regardless of race, color or creed."

When the extension is completed the Club will include a modern swimming pool with a glass partition, eight feet high, through which guards can watch the boys under water; showers for 50 boys; a Boy Scout room built like a woods camp; a complete gymnasium for basket-ball and other sports; the roof will provide skating in winter and camping in summer.

During the Christmas holidays the Club had its own Santa Claus, tree, musical entertainment, movies, apples, candy, ice cream, etc.

LLIAM BOOTH, *Founder*
ORGE L. CARPENTER, *General*

The Salvation Army

COMMISSIONER ERNEST I. PUGMIRE, *Eastern Territorial Commander*
COLONEL RICHARD F. STRETTON, *Provincial Commander*

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In Service

Lt. CHARLES E. CHANNING
Lt. (j.g.) CHARLES S. EATON
Maj. CHARLES P. HOWARD

THE LISTENING POST of the Greater Boston Advisory Board. Published now and then by The Salvation Army Public Relations Department, 41 Pearl St., Boston 10, Mass. Envoy William A. Nicol, Public Relations Secretary.

DAY NURSERY ACTIVITIES

The Salvation Army's Settlement and Day ursery at Staniford Street, with its 40 children, as charged with excitement and happy anticipation the few days prior to Christmas. On December 21 here was a special children's program with the arents as guests. For months the youngsters had een giving daily care to narcissus plants which they ow gave to their parents as Christmas presents— real event in their young lives.

The little ones put on quite a varied program of ongs, duets, recitations and exercises, highlighted y the play: "A Christmas Story for Grandmother" ith the whole school group in the cast.

Mrs. Colonel Richard F. Stretton happily served s chairman. The invocation was by Mrs. Adjutant David Thomas. Major Emma W. Camidge is uperintendent of the Nursery.

On December 22nd when the children awakened rom their customary naps they were thrilled by the ifts left under the Christmas tree by Santa Claus.

THE SALVATION ARMY
Give to the
CHRISTMAS
DINNER
WINTER RELIEF FUND
Merry Christmas to all

RED KETTLES IN SERVICE IN BOST
FOR MORE THAN 50 YEARS

Christmas, Santa Claus, The Salvation Ar a trinity of Peace, Good Will and Charity. these are symbolized in The Salvation Army' Kettles, for they are instruments of Chr Charity in Action at Christmastide. Into depositories go the thank offerings of the p public to be translated into help for the unfortu

From this source The Salvation Army's F Service Bureau was able to send Christmas c to 500 families. The checks varied in size in a with individual needs.

MEN'S SOCIAL SERVICE CENTER

A cheery Christmas Dinner Party was giv all inmates of the Center and their families. men received gifts of shirts, scarfs, ties and About 250 men not connected with the Center also served Christmas Dinners.

THE NAVY TOOK OVER

This might be called the climax of the holiday activities at The Salvation Army's Red Shield Service Men's Club, 180 Federal Street, Boston, starting December 17 with Vespers and a buffet supper. On the 19th, Christmas Carols with the Evangelical Church Choir of Everett; 21st Yuletide Carols by the Elliott Congregational Church Choir of Newton; 22nd Christmas in Song by Johnson Street Congregational Church Choir of Lynn; Christmas Eve: Vespers, Chimes and Junior Songsters with Adjutant David Thomas and Mrs. Joyce Smalley in charge; Christmas Day: "Jul Kaffe", and a Christmas Party with Club Hostesses.

January 4, 1945, Aaron Blatt, Chief Petty Officer and 15 sailors from the U. S. Naval Receiving Station (Fargo Building) invaded the Club and appointed themselves Hosts to the Hostesses. This gesture of gratitude was appreciated by the Club's Director Miss Judith E. Stromdahl and the Club's regular hostesses. All present had a wonderful time.

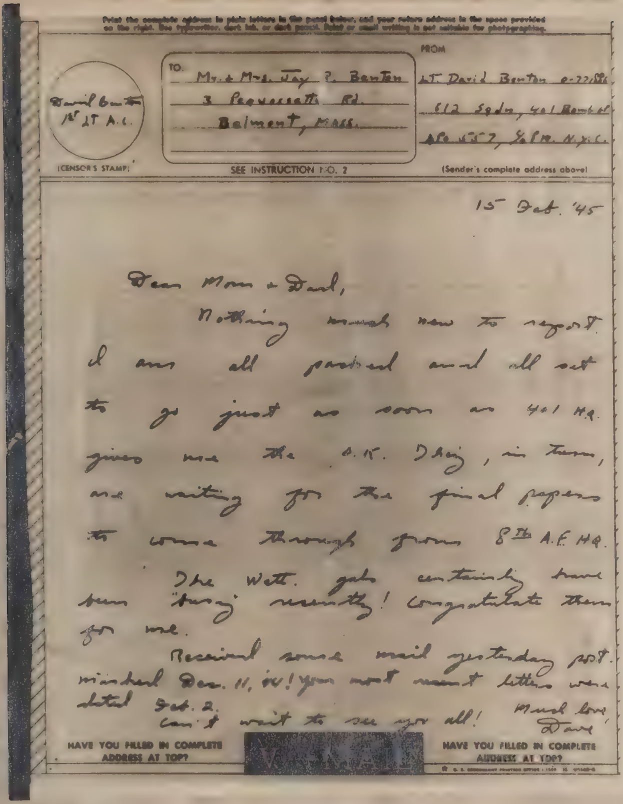
TODAY, ASH WEDNESDAY, OPENS LENTEN SEASON

Wednesday, February 14th 1945

This is St. Valentine's Day — and Valentines have long since gone to David, Peter, and Nicholas and today to Frances with $5. and Edna Ferber's new Book, John, Mary, + Mother. Lent also starts today — and with a lapse of two years — I go on the wagon again — and also no cigarettes until Easter — It snowed a little during the night but not the Big storm that the Weather bureau predicted + Orange juice — Wheat Germ + Cod Steak — Toast — Iced Coffee — to town all the way on the cars — Waiting to see me was Maurice G. "Cy" Perkins of Bangor Maine — (the old club tie — Pi Eta) hadn't seen him for 20 years + Later in the morning in to see John G. Mario and Lyon Carter on investment matters — Out to lunch at 12.20 with Everett Lane — to Dinty Moore's + Chicken Pie — Lettuce salad — Roll —, coffee. Sliced Bananas + to Filene's for 2 more shirts + Office — at 3 came Saul Kaplan of Dan. Lynes office — re incorporation of Boston Committee — Worked to 4.30 then home all the way on the cars. (Moody sick with a cold) Upstairs testing 5.30 to 6.30 — Dinner — spiced tomato soup. Cod Steak — Stuffed Potato — Spinach. Sliced Egg. Salad. Toast — Milk Strawberry Shortcake — Upstairs testing 7.15 to 8 — Read papers.

Thursday, February 15th 1945

Slept long and late - woke up with the quarter
of seven whistles. Breakfast - orange juice - wheat
germ - Fried eggs & Bacon - Toast - Iced coffee -
snowing again this morning - to town all
the way on the cars - Office - Work - out at 12.40
with Everett Lane - to lunch at Steuben's - Veal cutlets -
Carrots - Roll - Coffee - Tangerine - Back to the office -
Work on district cashiers' payroll. Lane & Peterson
came over on Boston Port Bill. Moody still sick so home
all the way on the cars - Girls out. Frances cooking -
Hot Roast Beef Sandwich - Spaghetti with mushrooms -
Asparagus Vinaigrette Salad - Baked Apple - Milk -
Read papers. Went upstairs at 7.45.
Frances did not go into Red Cross yesterday but
did today -
Mary's hair do night and she not in until 8.20



Print the complete address in plain letters in the panel below, and your return address in the space provided on the right. Use typewriter, dark ink, or dark pencil. Faint or small writing is not suitable for photographing.

David Benton
1st Lt A.C.
(CENSOR'S STAMP)

TO.
Mr. & Mrs. Jay R. Benton
3 Pequossette Rd.
Belmont, Mass.

SEE INSTRUCTION NO. 2

FROM
Lt. David Benton 0-771896
612 Sqdn, 401 Bomb Gp
APO 557, c/o PM. N.Y.C.
(Sender's complete address above)

15 Feb. '45

Dear Mom & Dad,

Nothing much new to report. I am all packed and all set to go just as soon as 401 HQ. gives me the O.K. They, in turn, are waiting for the final papers to come through from 8th A.F. HQ.

The Watt. gals certainly have been "busy" recently! Congratulate them for me.

Received some mail yesterday post-marked Dec. 11, '44! Your most recent letters were dated Feb. 2.

Can't wait to see you all!

Much love,
Dave

HAVE YOU FILLED IN COMPLETE ADDRESS AT TOP?

V-MAIL

HAVE YOU FILLED IN COMPLETE ADDRESS AT TOP?

Boston Mutual Life Insurance Company

HOME OFFICE
160 CONGRESS STREET
BOSTON, MASS.

FEBRUARY

MARCH

February 15, 1945

To the Field Force:

Next week you will be writing Industrial applications for the first issue of March - the second month of the President's Campaign. Just four weeks more left in the President's Campaign for the writing of weekly premium insurance.

A month and a half left to write Ordinary. Get that Ordinary in as soon as possible so that it can be issued by March 31st.

Is your production on schedule for this 1945 President's Campaign? If it is - KEEP IT UP! If it is not - CATCH UP!! How about it? Time is getting short. We are counting on you to come through.

Yours very truly,

W. H. Moody

Supt. of Agencies.

LT. David Benton 0-771886
612 Sqdn, 401 Bomb. Gp.
APO 557, c/o P.M. N.Y., N.Y.

ARMY POSTAL SER
FEB 17

AIR MAIL 6 CENTS
UNITED STATES OF AMERICA

David Benton
1st LT. A.C.

16 Feb. '44

Dear Mom & Dad,

Swell news! - (at long last.) Everything is now set and I leave for the P.O.E. on Sunday, Feb. 18. Gee, I'm happy! Can't tell you how slowly these past few weeks with their false hopes etc. have dragged.

Don't know just when to say I will hit the States — from two to three weeks would be my guess. Naturally, I shall call you just as soon as I can get to a phone over there.

By the time I reach the Proctor's, my laundry situation will, no doubt, be very "SNAFU". It would help a lot if you could mail two or three shirts, underwear etc. To Arlington from the stuff I sent home last July. Any extra "Pinks" or green pants that John might still have would also come in very handy.

See you SOON! Love to all,

Dave

on 0-771886
1 Bomb. Gp.
P.M. N.Y., N.Y.

U.S. ARMY POSTAL SERVICE
A.P.O.
110
FEB
17
1945

AIR MAIL
6 CENTS
UNITED STATES OF AMERICA

Mr. + Mrs. Jay R. Benton
3 Pequossette Rd.
Belmont, MASS.

E PRESIDENTS
ES FRANCIS ADAMS
ANK G. ALLEN
UL F. CLARK
A O'CONNELL

PRESIDENT
HENRY J. NICHOLS

TREASURER
THOMAS S. KNIGHT

MANAGING DIRECTOR
M. D. LIMING

BOSTON CHAMBER OF COMMERCE
80 FEDERAL STREET, BOSTON 10, MASS.
TELEPHONE HANCOCK 1250

DIRECTORS

CHARLES FRANCIS ADAMS
FRANK G. ALLEN
ARTHUR J. ANDERSON
O. KELLEY ANDERSON
THOMAS P. BEAL
JAY R. BENTON
ROBERT B. CHOATE
PAUL F. CLARK
DUDLEY H. DORR
DAVID F. EDWARDS

CARL S. ELL
GUSTAVUS J. ESSELEN
JAMES T. GORMLEY
W. LATIMER GRAY
H. AINSLEY HIGHMAN
MARLAND C. HOBBS
RALPH HORNBLOWER
WILLIAM K. JACKSON
DURHAM JONES
ARTHUR J. KELLY
JAMES G. KENNEDY

THOMAS S. KNIGHT
IRWIN L. MOORE
HENRY J. NICHOLS
P. A. O'CONNELL
HENRY PENN
CHARLES T. REARDON
GLENWOOD J. SHERRARD
THEODORE L. STORER
JAMES J. STORROW
F. FRANK VORENBERG

February 13, 1945

Mr. Jay R. Benton
Boston Mutual Life Ins. Co.
160 Congress Street
Boston, Mass.

Dear Jay:

This will confirm conference regarding port legislation which has been arranged for 10:30 a.m., Friday, February 16, in Mr. Jackson's office here at the Chamber.

Looking forward to seeing you and Mr. Hunt,

Sincerely yours,

M. D. Liming,
Managing Director

MDL:G

FEB. 16. '45

The National
Shawmut Bank
of Boston
CAPITAL $ 10.000.000
SURPLUS $ 20.000.000

February 13, 1945

Dear Jay:

I am enclosing, herewith, ticket to the Chamber of Commerce luncheon at the Hotel Statler on Friday, February 16th, at 12:30 P.M. Mr. K. T. Keller, President of the Chrysler Corporation will be the guest speaker.

The Shawmut table will be marked and I shall be looking forward to seeing you on Friday.

Sincerely yours,

Ray Ilg

Ray A. Ilg
Vice President

Mr. Jay Benton, President
Boston Mutual Life Insurance Company
160 Congress Street
Boston, Massachusetts

Enclosure

AT CHAMBER OF COMMERCE LUNCHEON—From left, K. T. Keller, president, Chrysler Corporation; Gov. Tobin, and William K. Jackson, Chamber of Commerce president.

FLEET ATTACK ON TOKYO

For a long time now the B-29's have paid their sinister respects to Tokyo. They have caused Japan to move its airplane industry to points more distant from our aerial bases. Together with American amphibious operations in the Philippines they have had a political as well as a military effect upon the enemy. Attacking with increasing weight, they have been a forecast of things to come. Yet our commanders have publicly stated more than once that it would be a considerable time before the big bombers could lay down the kind of devastation that Allied planes have long been carrying into Germany.

Last night came word that the United States Navy had taken a hand. Admiral Nimitz announced that the weather-beaten Vice Admiral Mitscher, who likes to sit on the bridge facing the way his flagship is not going, had moved a powerful task force into a position from which he was attacking enemy aircraft, airfields and other military targets in and around Tokyo. He was making this attack with his carrier planes. In Admiral Nimitz's announcement the formality of the communiqué could not conceal the satisfaction with which he said, "This operation has long been planned and the opportunity to accomplish it fulfills the deeply cherished desire of every officer and man of the Pacific Fleet."

Get Out Galoshes! Slush Due Today

Brrriinng!

"Weather Bureau?"

"This is the Boston Globe. How deep do you predict this one?"

"From two to three inches, changing to rain early this morning and ending this afternoon."

The above prediction was received at midnight. Earlier in the evening the forecast was "considerable cloudiness with a few scattered showers."

We have no way of a final check. We lost that jigger you put your hands on when it skims over the ouija board, and it being off-season for fairs, we can't contact a fortune teller.

Friday, February 16th 1945

Slept well last night — up at the regular time and for breakfast orange juice — wheat germ — Scrambled eggs — cod steak toast — iced coffee. To Town all the way on the cars — office — work — at 10.30 over to the Chamber of Commerce for conference with Pres. Jackson, "Doc" Liming, Jarvis Hunt, and Frank Davis — on big luncheon to Boost Port authority Bill + Back to office. Left at 11.45 Walked to the Hotel Statler to Room 1318 to meet Ray Ilg and his other guests to attend the Chamber of Commerce luncheon as guests of the National Shawmut Bank + Over at 1.50. Walked Back to the office — Long telephone conference with Reginald W. Bird, Pres. of the Taxpayers Federation of Massachusetts + Later Came Realtor Wm. J. McDonald and another to talk up development of East Boston Water Front and to display an expensive model. Later Came Howard of the Boston Safe re 1559 Beacon St. mortgage. Left at 4.50

Big Blows By Sea And Air At Japs

The heart of Japan and two vital strongholds of the far-flung Japanese Empire are burning and smoking. Fires are sweeping through Tokyo and her surrounding airfields, the target of over 1300 planes from the great task force floating 300 miles from the shores of Japan.

Cars all the way home. Moody still sick —
Little Living Room - A cup of tea -
eventually dinner. Potato Soup —
Picked Saltfish and eggs in cream —
Baked Potato - Cabbage - toast Milk —
Fruit cup - Upstairs at 7.
The streets were terrible today —
deep slush - water - slippery ice.

Wm. Filene's Sons Company
Washington, Summer, Hawley, Franklin Streets
Boston

March 28, 1945

Dear Friend of Larry Bitner:

Early last February someone made the astounding discovery that on the 16th of that month Larry Bitner would have been in Filene's twenty-five years. Instead of trying to find out how that could be possible, they decided to celebrate the occasion. They finally got even *me* interested.

The employees organized a committee of 75, no less, and they put on a show which, while it must have exhausted him, brought tears to his eyes. It was the most sincere tribute ever paid to a boss by those who worked for him. By design not a single executive was present. As the chairman, Andrew Mahony, put it, "The next time we tackle a job like this we'll hire the Boston Garden and have the Arena for the overflow."

This party was followed a few days later by a knock down drag out cocktail party in the Hawthorne Room of Boston's famous Parker House. Everybody let their hair down and had the best time in years. And they really showed Larry how much the executives thought of him.

Even though this is a little late - (it really isn't our fault but due to the fact that printers are just too busy) - we thought you'd like to have a copy of some things that were said that night.

Belatedly yours

Wm. H. McLeod

BITNERISMS

"Waiter! The check."

(After looking up a word in the dictionary)
"Well, Webster is right again."

"Whom do you have to know around here?"

"B-z-z-z" "Whuh-uh-z-z" "Swish-guggle-oomph"
(His nocturnal serenade).

"No.!!"

"You can move that ball anywhere you like — but be sure to move it with one of those clubs in your bag."

"I'll get by, as long as I have yoo-uh."

"You just *can't* be over thirty."

"That clock must be wrong — it doesn't agree with my watch."

"We'll take three tricks — you had a spade all the time."

"But, Madam, the customer isn't *always* right."

"Forget it, we were playing for fun."

"Down by the Old Mill Stream."

"There's nothing I like better than to see people get ahead."

"That's all folks — I'm off to bed."

"May I suggest the correct wording for that vote?"

"Fifteen two, fifteen four and eight are a dozen."

"NOW — how about a dollar Nassau and twenty-five cents a putt?"

"Close your account? With pleasure."

"Well . . . . . I might be wrong — BUT."

"L-a-u-r-e-t-t-a ————!! where the heck are you?"

"I'll take exactly two dollars and nineteen cents."

"That's your opinion — valuable as such."

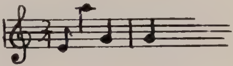
"The exact spelling is PAX VOBISCUM."

"Gray hair is *most* becoming to you."

"Won-derful!"

"Just because I like you Bill — here's the Queen of Spades."

"East Side, West Side, all around the town."



"Sunday in Cicero Falls."

"Pompano and avocado."

"Take a card — any one at all."

"Double!"

"Redouble!!"

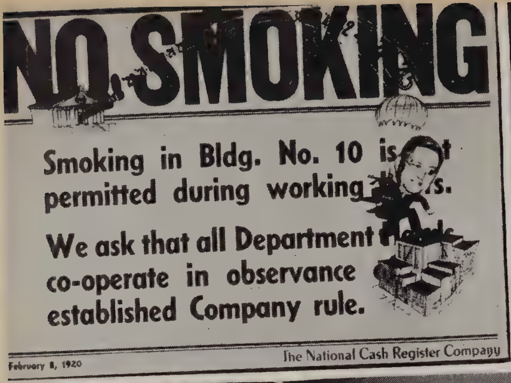
"I don't want to appear stubborn about this, but—"

"There's no thrill like putting salt on the tail of an idea."

"Now today let's have a good, even match. My handicap is 23, so if you give me 3 out and 3 in" . . . etc., ad infinitum.

W.H.M.

February 16, 1945



NO SMOKING

Smoking in Bldg. No. 10 is [illegible] permitted during working [illegible]s.

We ask that all Department [illegible] co-operate in observance [illegible] established Company rule.

February 8, 1920

The National Cash Register Company

The First Time

I Saw Larry

★

As presented to 210 Filene Executives
during the celebration of his 25th Anniversary
with the store, in the Hawthorne Room
of the Parker House, Boston.

February 16, 1945

THE FIRST TIME I SAW LARRY

It was a cold day in February 1920 when I first saw Larry Bitner though I had heard of the big-shot who had come to Filene's to show us how to do things — and who had been hired from the Duponts at an enormous (doubtless much exaggerated) salary.

I was only a birdseed in the Filene organization and I was jealous and hurt and envious and plain mad. Why couldn't I get ahead faster instead of giving guys like him all the breaks? (Little did I realize how much he'd help me and many others get ahead in later years.)

At any rate, I didn't get to see him for quite a while. Then one day, I glanced out of the corner of my eye and there he was big as life — a tall, dark, handsome guy (looking to me like Mr. Murdstone in David Copperfield) ensconced in a chair in Mr. Kirstein's office.

"That must be him" — I said to myself. (He's helped me a lot since with my grammar.)

Bringing all my hatred to the fore, I muttered, "the L——— S——— B———." It was some time before I realized how well my epithet fitted his initials. But many times since, in affection, I have repeated my appelation. (Remember Owen Wister's "Virginian?" — "when you call me that, smile.")

At any rate, time went on until one day I found him in my little cubbyhole of an office where, with his broad disengaging smile, he invited me to play golf or poker or go to his house for dinner or any one of those nice things he has been doing now for 25 years.

"Mr. Bitner," I blurted out, "if we have any dealings there's just one agreement I want to make with you for all time. In golf, you'll give me a stroke each nine; — in tennis, you'll start me at 15 love; — in swimming you'll give me a ten yard headstart; — and in poker I'll take six cards to your five."

That folks, is not imagination but fact, and I came to need all the handicaps.

But soon I grew so fond of Larry that he and I were lunching and golfing together. Then his family started going to Harwichport for the summer and mine to Nantucket and so we started rooming together at Belmont Springs and Charles River and the Boston City Club — and only last summer at 104 Beacon Street.

In the meanwhile, with the advent of winter vacations, he and I took several trips to Havana and Florida.

Well, folks, if you really want to know what a guy is like, try traveling with him, living with him for several weeks. If you don't hate him the second day out, that's unusual. If you don't wish you'd never see him again by the end of the trip, that's remarkable. But he's such a swell guy all around that trip after trip made me like him better.

So that's the acid test. If you can work with him for twenty-five years, spend summer after summer with him, go on vacation after vacation (including one winter at Harwichport where our longest hike was from the breakfast nook to the living room) — if you can lunch with him, breakfast with him, dine with him, swim with him, play games together, talk with him, argue with him (incessantly)—WELL—all I can say is

He *must* be a great guy
He *is* a great guy
We SALUTE HIM!

William H. McLeod

February 16, 1945

Excerpts from a letter written by my Uncle Jay in the fall of 1881. He was 11 years old.

> "Thursday morning we went to the office of Cousin Josiah which is on Milk Street in one of the largest and finest buildings in the city. We went up in an elevator to his office and by the way while I am talking about him he is Ben's half-brother and is a lawyer. - - - - - While Papa and Cousin were talking, Charlie the office boy and I went up on the tower to see the clock, etc. The clock was huge and the view from the top was grand, even better than from Bunker Hill."

Now turn the page and see what is happening.

Down Comes a Landmark of Boston After the Fire

New England Mutual's Tower and Statues Were the Height of Elegance in the '70s

Whether or not the prophesied robot bombs drop here, you may prepare yourself for a scene of controlled destruction at Postoffice sq., between Congress and Pearl sts., as the old New England Mutual Life Insurance Building comes down.

This homemade blitz is to salvage essential metals and materials from one of the best Boston examples of fireproofed office buildings of the '70s, when the great fire of Nov. 9, 1872, was a fresh memory.

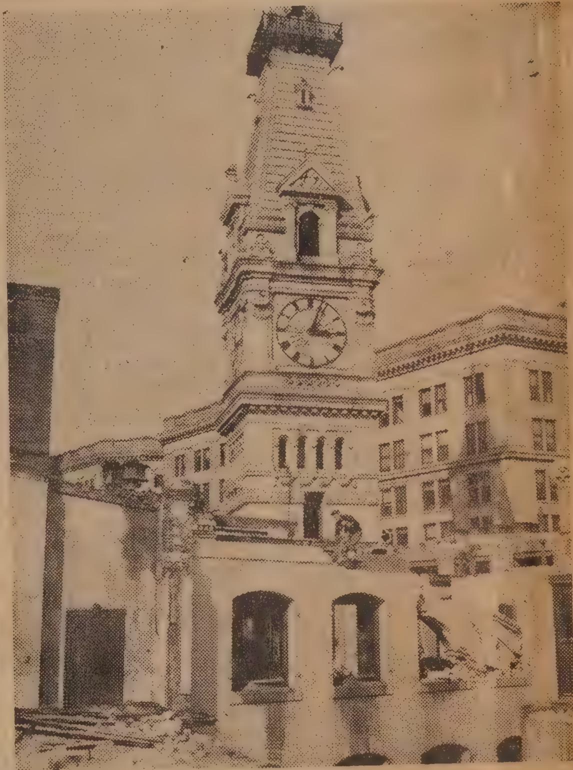
Getting down the ornate and pinnacled 225-foot bell-and-clock tower is going to be the most ticklish part of the job. Because of the congested area in which the building is located and because of the underground tunneling of gas and water mains, the steeple can't be knocked down in one blow.

Instead, it will be dihmantled piecemeal. Debris and salvage will be chuted down to the basement through wooden, boxed-in shafts. What can't be sold or saved will be used to fill the foundation hole. For a time this is likely to be a parking space; after the war it is expected a modern building will rise on the site.

The familiar campanile is an old Boston landmark. Architects speak of it as one of the "seven vantage points" of the city. Its seven-foot wide clock, "Big Ben," whose reboant tolling has marked the hours for nearly 70 years will not be retired from service. This veteran muezzin of downtown office workers may peal again, when the war is over, from the roof of a proposed annex to the Federal Reserve Bank Building overlooking the square.

"Goddesses to Be Scrapped"

But this is goodby for the statues which have stood on the roof of the six-story building through all these years. They are "Protection," a goddess 13½ feet tall and weighing a ton "Commerce," 9½ feet and 1700 pounds, and "Mechanism," 9½ feet and 1500 pounds. The sculptor of these figures was H. J. Ellicott, they were cast in "spelter"—the commercial term for zinc—in New York and cost $6000 when they were new.



N. E. MUTUAL LIFE'S HISTORIC HOME in Postoffice Square, a structure marking Boston's renascence after the great fire of 1872, is now in the hands of the wreckers, the razing job affording much entertainment for curbstone kibitzers.

The goddesses will now become scrap. So will the grilled elevator, said to have been the first automatically controlled lift in the city. Operated by steam, its mechanism was such an object of wonderment that it was encased in glass and on display to visitors who came down to the basement to see what made it work.

There were about 70 steel vaults in the building—a dozen to a floor—each with two thick steel doors. They and the biggest vault, an eight-ton affair in the basement, were bought, as is, by Bill Lawlor of Chelsea, who disposed of them, complete, to safe and vault companies in Boston and New York.

Modern wrecking equipment is doing the job of destruction. The contractor is the John J. Duane Building and Wrecking Company of 600 Southern Artery, Quincy, and "Buster" Duane, son of John J., is in charge. He uses high-powered, long-boomed cranes and wall-crushing "skull crackers" to break loose the granite blocks.

The man who will take down the campanile is Al Denton of 30 Birch st. His crane will be mounted on the roof and he will work with a 130-foot boom attatchment. That part of the job is awaiting the arrival of a new cable. Denton is an old hand at this kind of thing; he tells of his most memorable thrill—when in Saugus a few years ago a faulty pavement gave way beneath him and the steam shovel he was operating, tumbled him and the machine into a cellar, and both escaped without harm.

Marble Flooring Vanishes

Sixteen men are working on the wrecking job which, begun in November, is due to be finished in July. They work indoors when the weather is stormy. So far they have torn up all the marble tile flooring—the tiles would make marvelous flagstones—and have removed most of the iron fixtures and window shutters. The wide windows were framed in cast iron sashes and each one had a fold-away inside shutter of steel plate, to block off the entire window in case of fire. The panes of the windows are a total loss to the wreckers; set in iron, they couldn't be salvaged.

Even now, the building looks as if it were designed for perpetuity. Much of its old grandeur remains, though it is something of an anachronism amid the towering, air-conditioned structures of this generation. It goes down in a good cause. Its metal will help to feed the hungry maw of war production and some day, perhaps, recast fragments of the old landmark may be instrumental in the defeat of the enemy.

World War II Doubles War I

By the Associated Press

The war passed another milestone for the United States today.

This nation now has been at war 1168 days, exactly twice the length of our 584-day participation in World War I.

U. S. casualties reached 782,180 on Feb. 15, the latest report. This more than doubled the World War I total of 364,800 from all causes.

During this war to date the U. S. has lost 169,046 killed and 449,160 wounded, with an additional 100,944 missing and 63,030 prisoners. World War I losses showed 126,000 killed and died, 234,300 wounded and 4500 prisoners and missing.

This nation mobilized 4,355,000 men in all services in World War I. The War Dept. reported Feb. 2 last there were 8,100,000 men in the Army alone, 5,100,000 of these overseas.

The last war was fought in a relatively small area. This war is global.

Saturday, February 17th 1945 X

Slept late - started to read at 6.45 - Kathleen brought up my breakfast at 8-30 Orange juice - oatmeal + minced Lamb on toast - iced coffee + Read papers for a while and then up and started a bit of spring housecleaning, cleared out my bed room some - then the front hall closet and the den closet. Magazines for Red Cross and the Public Library. Luncheon at 1.30. Hamburg Patty - Spaghetti Asparagus salad - English Muffin - Tea. Fruit Cup - Did some more work to 3 - Then Rested — X at 6 a foot tub Bath - Supper at 7. Scrambled Eggs + Bacon. Toast. Fried Potatoes. Tomato + Lettuce Salad. Milk + a little apple Pie + Cheese + Up stairs at 7.30 Mary has been gone since noon and John left to join her and the Cambridge Trio for supper and then to the Hotel Commander for poker + They got in at 3.30 A.m.

Closing In

On Both Enemies

Allied bombs rained last week on the two remaining Axis capitals—Berlin and Tokyo. The two cities—one the blackened shell of a capital that once controlled all western Europe, the other the still strong heart of an Asiatic empire of conquest—are nearly 6,000 miles apart, but Allied power was reaching far across land and water to pound them.

For both cities the blows were tokens of greater blows to come not only from the air but from the advancing fronts; an Allied ring of steel was closing on Germany, in the Pacific a new invasion, only 750 miles from Tokyo, was reported. For both Axis countries the blows came as evidence of Allied ability to wage global war on an unprecedented scale. And for both the attacks were an earnest of new decisions reached by Allied leaders in consultation over the future.

Sunday, February 18th 1945

Slept late - the quarter of seven whistles wake me - Jane brought up my breakfast at 8.30 Orange juice - oatmeal - Dropped egg on fish cake - Bacon catsup toasted English Muffin - Iced Coffee - Read the Sunday papers - a first scanning - up at 10 to resume doing odd jobs about the house + over to see mother at 12.15 - found her in good spirits - Back to the house - then with Frances, John, + Mary over to ED. + EDith BAKer's at 40 Hillcrest Road - it is ED's 62nd Birthday + my friend and pal for so many years ever since I started in at Pi Eta in 1905 -

Back to the house at 3. Sunday Dinner - Chicken Soup. A Fine Roast Ham - Creamed Potatoes. Spinach + sliced egg + Salad - Toast. milk. fruit cup. Went out and took a couple of pictures - snow scenes. Rested the remainder of afternoon + drafted letter to David, Peter, + Nicholas. Also did up many bundles of papers and magazines to send them -

Mary went out this evening. A snack supper A ham sandwich - Milk - Sliced orange fruit cup.

SENT TO: DAVID, PETER, and NICHOLAS

Sunday Evening, February 18, 1945

Dear

It is quiet in the house as the "Jack Benny half hour" is about to start on the radio, so I will listen with my left ear and draft a catch-up letter to you with my right hand, reviewing what has been going on with us at home and filling in with more detail the reports in shorter notes I have sent to you in the past week and a half. The entirely heartening news for all of us from all the areas of war I do not need to touch upon as you have read all about our progress in the newspapers.

Here in Boston we have had the heaviest winter in some years and recurring storms have piled up the snow so that it looks like Whittier's poem reads. The snow banks are still high and large mounds lie alongside the annex, where the snow has avalanched down the past weeks -- the roads are deep in ice and slush and late last night a car became mired beneath my bedroom window at the corner of Pequossette Road and Oakley Road and it took the driver twenty minutes to extricate the car. Despite the wintry aspect, the sun is getting so high that it feels quite warm at times and now and then one hears a bird singing -- a new sound from the south -- but the first robin has yet to be seen.

The severest snowstorm started the afternoon of February 8th. Your mother and John had come down with colds the first of the week. About 14 inches of snow fell -- transportation was so tied up that very few got into town. I fought the drifts to the car stop -- Morse's taxi came along and gave me a free lift to the Square. I reached the office before ten -- only the hardier souls showed up at the office for the day's work. I, being in town, went to a noon luncheon meeting of the directors of the Chamber of Commerce and took care of Valentine purchases. This was Friday -- Belmont "Citizen" day and they ran a cut of Jim being awarded a Bronze Star for heroic action at the Battle of Bastogne. Saturday night I was supposed to go to the Annual Dinner of the Vermont Association, but it was called off so I had a chance to go to the B.A.A. meet. I had two tickets; John could not go because of his cold so I took Herb Rogers. Not many stars but plenty of good competition.

Monday night came the annual Lincoln Night Dinner of the Middlesex Club at the Statler -- had a good time -- good not to have any responsibilities and no speech to think about. Tuesday there was a big luncheon, also at the Statler -- "Aviation Day" by the Advertising Club of Boston. Valentines and presents on the mantlepiece tonight -- Wednesday. Lent started and once again on the wagon and no cigarettes -- a lot of punishment for a long time it might seem, but it is not so tough. Nothing much doing on Thursday but office work. Friday came a luncheon of the Chamber of Commerce -- again at the Statler. President Keller of the Chrysler Corporation was the speaker. Streets here were rivers of slush. Saturday stayed home all day and sort of started spring house cleaning -- did the den closet and the front hall closet. You can visualize the accumulation of odds and ends that came out of the deep recesses. You have been through it all -- just "Life with Father".

This noon I went over to call upon my mother again and I am pleased to report that she is in wonderful health and sparkling spirits -- so remarkable after her serious operation not long ago. At one o'clock your Mother, John, Mary, and I went over to the Bakers and stayed until 2:30. It was Ed's 62nd Birthday -- what a great friend and pal over so many years, over 40 now; but we are kids yet in spirit -- but the joints are beginning to creak now and then -- damn it. As usual, when I come to the end of my letter and the chronicle of little home doings, I find my thoughts centering not on what is going on here but on what my sons are doing -- not a day nor an hour goes by that I am not thinking of you. I wish I could have been at your side in every drill, on every mission -- but such things cannot be -- not in reality but imaginary. A proud father dan always dream -- and, perhaps, now and then gratefully let his sons know what his dreams consist of.

Jay R. Benton

JRB:BCC

UNITED STATES ARMY

Sunday

FEB-18-1945

Dear Mom & Dad.

Sorry not to write sooner but I was out on the rifle range all last week — we got up at 3:00 every morning and got to bed at 11:30 after cleaning my rifle — not much sleep all last week — no movies, of course — range is 4 miles hike out and all through sand — quite hard on feet — it rained on going out last Monday and I had a headache to top it off — but it's all behind me now — and I've been awarded a marksman's medal for M1 rifle and a sharpshooter's on the carbine.

My trip to Jacksonville was very pleasant, indeed —

took in "Meet Me in St Louis" — wonderful film that you should take yourself to see when it comes to the University.

Among my spare minutes now I'm reading "The Late George Apley" - am enjoying it to the utmost.

Florida is quite green, very warm and wild flowers like pansy's blooming everywhere—

If I have time next weekend I shall go to the oldest city in U.S., St. Augustine and explore around - next I shall go to Silver Springs and have a ride in one of the glass bottom boats — when and if I get a pass.

I'd certainly appreciate another box of Bailey's Choc. marshmallow fudge —

Only 11 more weeks training

Love,

Nic P.

P.S. I got the Exonian insert from Exeter, now.

Feb. 18, 1945

Dearest Mom,

Thanks for your swell letter — and it was so sweet of you to call me last night. These certainly are exciting days for all of us!

Just as soon as Spike is old enough to travel I intend to take him to Belmont to visit you. I would do that before we go to join Dave wherever he'll be

and dearest love from me.

Jane.

stationed. It is so hard to plan anything until Dave comes home and we find out what the Army has in mind for him.

Gee, Mom, I do hope you are not going to wait 'til June to see your grandchild! I thought surely you and Dad would be coming down when the baby and I are home from the hospital, and especially when Dave is here. Mom, Dad and I are certainly expecting you and looking forward so very much to a fine get-to-gether of grandparents and the D. Benton Family. So please decide to come, Mom dear.

Mother will call you as soon as Spike begins to arrive — hope it's soon!

Bert and Ed send love.

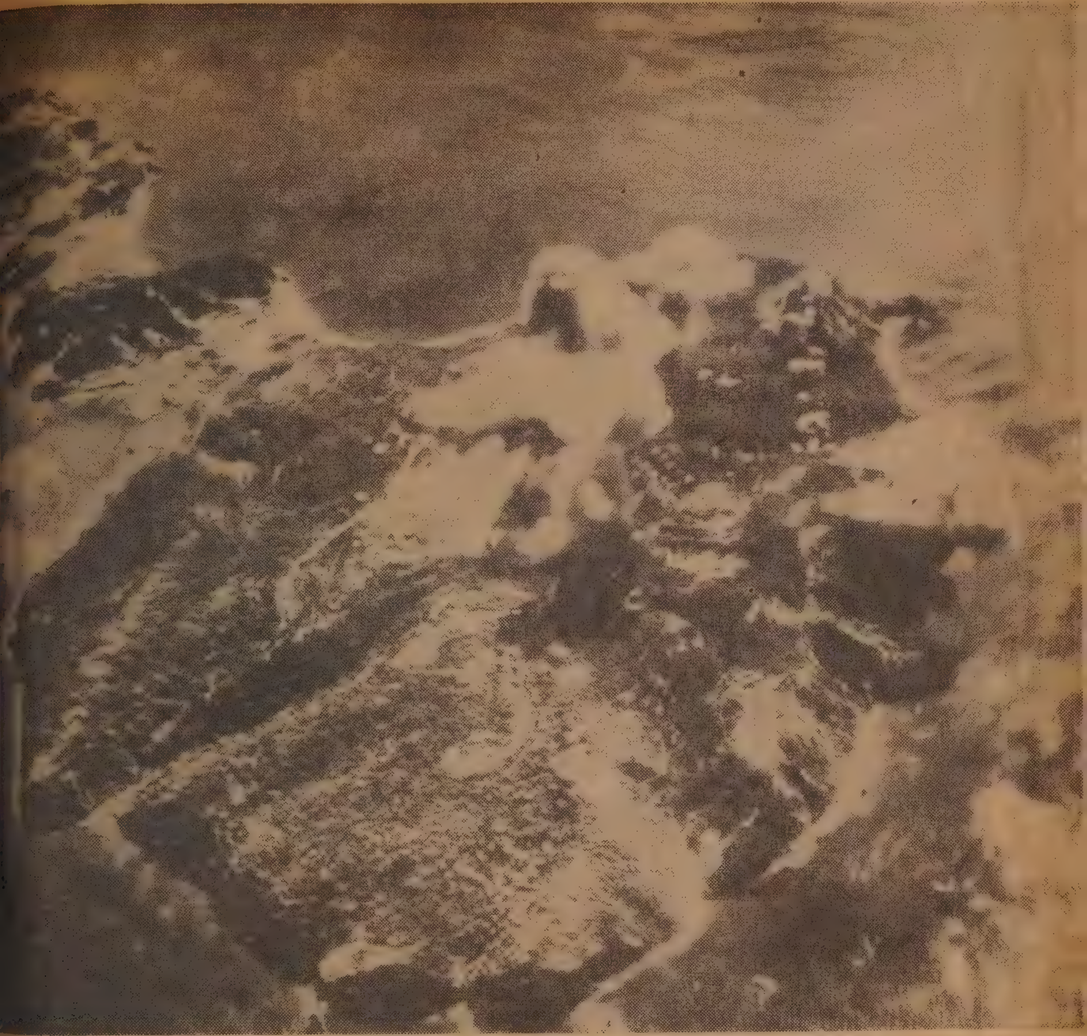
And dearest love from me.

Jane.

SNOW SCENES
AT OUR HOUSE

FEB. 18, 45

GIDOR: ‘THE ROCK’ IN THE PACIFIC TO WHICH OUR FORCES HAVE RETURNED



The island guarding the entrance to Manila Bay as it was attacked by our bombers preliminary to the landing operations

Associated Press Wirephoto (U. S. Army Air Forces)

A REMINDER OF ONE OF THE THINGS THEY ARE FIGHTING FOR

American infantrymen of the Seventh Army pause at the statue of Frederic Auguste Bartholdi, designer of the Statue of Liberty, in Colmar, France. The New York Times (U. S. Signal Corps)

aratroopers dot the bomb-battered terrain of Corregidor shortly after the airborne forces landed and joined with amphibious assault
gage the enemy for control of the island fortress.

Associated Press Wirephoto (U. S. Signal Corps)

Lt. David Benton 0-771886
612 Sqdn, 401 Bomb. GP.
APO 557, c/o P.M. N.Y., N.Y.

U.S. ARMY POSTAL
FEB 21 1945
A.P.O.

AIR 6 MAIL
CENTS
UNITED STATES OF AMERICA

Mr. + Mrs. Jas R. Benton

19 Feb. '45

Dear Mom + Dad,

Well, the first big step towards home is now behind me. Can't say how long I'll be here at the P.O.E. — the "old boys" tell me the waiting periods run anywhere from a few days to three weeks. Two weeks seems to be about the average.

At the moment I am being "processed" for the trip home. After two days of this I'll just sit around, trying. Many

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Love

Lt. David Benton 0-771886
612 Sqdn, 401 Bomb. Gp.
APO 557, c/o P.M. N.Y., N.Y.

AIR 6 MAIL
CENTS
UNITED STATES OF AMERICA

U.S. ARMY POSTAL
FEB
A.P.O.

Mr. & Mrs. Jay R. Benton

2/

to be patient (Ha!) and wait my turn for a boat-ride.

Jeanne & Spike, of course, all are constantly on my mind. I'll be a nervous wreck before a cablegram with the great news that gets here!

I think you had better send my blouse, as well as the other clothes I mentioned, to Arlington. A long wait here will leave me with no clean clothes at all.

Please congratulate Mary

a award.
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ton 0-771886
01 Bomb. Gp.
P.M. N.Y., N.Y.

U.S. ARMY POSTAL
FEB
A.P.O.

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CENTS
UNITED STATES OF AMERICA

Mr. & Mrs. Jay R. Benton

3/

for me on Jim's award. The ground force boys really deserve their medals.

I have regained all my lost weight — am really in tip-top shape and all set for that sure-to-be-wonderful reunion with you all. Don't worry about a thing. I'm on my way and — it *won't* *be* long *now*!

Much love to all,
Dave

U.S. ARMY POSTAL
FEB
6
A.P.O.

AIR 6 MAIL
CENTS
UNITED STATES OF AMERICA

Mrs. Jay R. Benton
Pequossette Rd.
Belmont, MASS.

SEMPER FIDELIS
U.S. MARINE CORPS

Monday
FEB. 19. 1945

Dear Mom and Dad,

Saturday afternoon was quite an event for me because I was called up before the board of flight and officers candidates. I was nervous, to say the least, but I was all right after they had me under fire. My Commanding Officer was there with two Majors and they all asked me many questions. Evidently they liked me and are recommending for flight school. In fact, their letter of recommendation is the best I've ever had. If I don't go overseas before long I may be learning how to fly. They were particularly impressed with my grades on these exams because they all took the same things years back. I'm glad I did well for you but just keep it in the family. I may be over long before Washington answers.

Tomorrow I take an overseas physical. This is my sixth since I joined up. Personally, I think I'll pass.

I had a nice conversation with Yales former all american end of '41 today. He was my Communications officer and he's quite nice. He said he never hurt himself in College football till the week before the Harvard game. Some Princeton lad stepped on his nose. He asked me what school I'd gone to and recognized B&N when I told him and I

Sgt. Peter J. Benton
SMS-51 MCAS
Mojave, California

U.S.
FEB 20
10 AM

AIR 8 MAIL

SEMPER FIDELIS
U.S. MARINE CORPS

Couldn't resist telling him about my enjoyment when Harvard beat Yale. He ([redacted]) made me feel good because he said he'd come to see me play against his team someday soon. It's a deal.

This is the big week and I'm waiting for that telegram.

National Velvet is playing tonight and I hope to see it. My crowd sits in the very front row each night just like a bunch of brats. That is all for tonight.

Love,
Peter

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U.S. NAVY
FEB 20
10 AM
1945

AIR 8 MAIL
CENTS
UNITED STATES OF AMERICA

Mr. and Mrs. Jay R. Benton
3 Pequossette Road
Belmont, Massachusetts

SEMPER FIDELIS
U.S. MARINE CORPS

Monday
Feb. 19, 1945

Dear John,

The big day is coming ever closer and how I hope Dave can pull in to meet his child. It doesn't look as though it will be very long before we can all see it. The spring will probably see a great victorious drive upon Germany.

The big news with me is that I got a letter from the headmaster a school which gives me everything to enter flight training. If it only had come sooner they'd have to accept me. I'll send a copy of the letter to you so you can see how nice it was.

I've been writing this letter between messages and

things haven't been too busy.
At times I get so mad at
some of the stations. Some
are like women drivers.

Please pardon my
hand but I hurt one of
my finger's bowling the
other night. Right under the
fingernail so it bothered
me a bit last week. Thank-you
for the valentine. They
don't have many out here.

You never told me
much about the Clover
Club dinner. It must have
been wonderful.

Dot is engaged now.
She likes to call me her
bid brother. Cute and she's
a darned nice sister. Write
Soon.

Love,
Peter

Delay in Thaw Aids Flood Peril

Continuation of cold weather which retards the gradual melting of the great New England snow blanket daily increases the possibility of severe flood conditions a month to six weeks hence, Army and U. S. Geological Survey engineers said today.

Monday, February 19th 1945

This was a clear but cold day. For breakfast - orange juice - Wheat Germ - Fried Eggs + Bacon - Toast - Iced Coffee - to the Square with Frances in our car - the first time I have had this pleasure in many weeks. She was on her way to an early appointment at the dentist's. Once again the Monday morning suit case. Subway. Office - Sent 12 Bundles of papers and magazines to David, Peter, + Nicholas + various letters also. Work - at 12.15 over to 87 Kilby St. to Walter Boireau's to leave his hedge clipper - borrowed back some time ago by Peter + to the Country Plate with Everett Lane - Roast Beef Meat Loaf with Mushroom Sauce - Green Peas - Roll. Hot Coffee - Orange. to Jordan's - procured enlargement of Nicholas and 5 prints of pictures taken on Christmas, which had turned up unexpectedly. to Liggetts for Solution and medicine - to Filene's - to see James F. Hyde of Collins Fairbanks and to buy a light gray felt hat it looks well - on the way to lunch stopped in a L. E. Moran Co. on

Devonshire St to see Everett Andrews and to locate and later order 3 wooden filing cabinets + Back to the office - Work to 4.45 - Moody still at home sick - so once again home all the way on the cars - and talking with William C. Burke - about his son Billy with the Marines in the Phillipines + Little Living Room - had coffee Dinner at 6.30 - a good soup. Lamb Chop. French Fried Potatoes - string Beans - Lettuce + Tomato Salad - French Bread - Milk - a little apple pie + cheese + Upstairs at 7.15 +

February 19, 1945

Mr. Everett E. Andrews
c/o L. E. Muran Co.
290 Devonshire Street
Boston, Mass.

Dear Everett:

Kindly find enclosed my check for $19.50 for which ship out to my house 3 of those wooden filing cabinets I was looking at this noon.

Yours very truly,

Jay R. Benton

Jay R. Benton
3 Pequossette Road
Belmont, 78, Mass.

JRB:BCC
Enclosure

February 19, 1945

Miss Louise R. Weiscopf
New England News Co.
30 Garrison Street
Boston, Mass.

Dear Miss Weiscopf:

Kindly find enclosed my check for $3 for which send me the following books:

"CANNERY ROW" by John Steinbeck
"LOOKING FOR A BLUEBIRD" by Joseph Wechsberg

Yours very truly,

Jay R. Benton

Jay R. Benton
3 Pequossette Road
Belmont, 78, Mass.

JRB:BCC
Enclosure

THE COMMERCIAL CLUB OF BOSTON
THE MERCHANTS CLUB

February 6, 1945

The next meeting will be held at the Algonquin Club

Tuesday Evening, February 20th,

at 6:30 o'clock.

For the duration, Business Dress.

Our guest speaker will be Mr. L. F. Livingston, Manager of the Extension Division, E. I. duPont de Nemours and Company, Wilmington, Delaware.

We understand that Mr. Livingston will show us many of the new products, resulting from the company's intensive research and discoveries in connection with their present war activities.

We believe that our members, as business men, will be keen to hear of these developments.

The guest charge is $7.50.

An early reply on the enclosed postal card will be appreciated.

Often our dinners are delayed because members come who have not given us notice. Please telephone the Algonquin Club, COMmonwealth 2400 before 5:00 o'clock on the afternoon of the dinner of any change in your plans.

By order of the President,

Stoughton Bell,
Secretary.

Passed this wh.

VERETT C. BENTON LODGE

A. F. & A. M.

athers', Sons' and Daughters' Night

at Masonic Apartments
344 Meridian Street East Boston
Tuesday, February 20, 1945
Seiler Dinner at 6:15 o'clock sharp

Action

Speaking: as little as possible

★

A Thrill Every Minute

★

Program

SOUVENIRS • ENTERTAINMENT
MAGICIAN • MOVIES • MUSIC

Jimmie Krigman of the Boston Globe will act as Master of Ceremonies

D CHECKS WITH RESERVATION TICKETS $2.00 PER PERSON—Boys or Girls

MUST HAVE EARLY RESERVATIONS TO OBTAIN PROPER SOUVENIRS

ROBERT L. O'BRIEN
The Highlands, Washington, D. C.

February 20, 1945

My dear Jay:

It gave me great pleasure to mail you today an autographed photograph, from the studio of John Sabine at Hanover, N. H. If you want anything different let me know.

Very cordially yours,

Robert L. O'Brien

Tuesday, February 20th 1945

Slept late - Orange juice - Wheat germ - Dropped egg on fish cake - Bacon - Toast - Iced Coffee - to the Square with Frances. Subway - office - to the First to take in $1,325,000 Govts and put them in Safety deposit boxes - Out to lunch at 12.20 - to Hewins + Hollis to buy a pair of red woolen Bed Socks - Knockers Club - Good crowd - Banquet to eat - Fried Scallops of Haddock - Tartar Sauce - Sliced Tomatoes. Roll - Cottage Cheese - Milk - Orange. to Harzi's to leave film to be developed. to Posner's looking for a fine check tie but none to be had - Office. Real Estate - Work. Left at 5. Moody still sick + so home all the way on the cars + little Living Room - 6.30 Dinner - Mock Turtle Soup. Lamb chop. Strip of Bacon. Baked Potato - Cauliflower. Lettuce Salad. French Bread + Strawberry Shortcake. Frances, John, Mary + I around the cleared dining room table looking at dates on Lincoln cents to fill spaces in the Coin Book Charlie Sprague gave me at the "Knockers" today +

We hold one-third of Iwo Jima. The 4th and 5th Marine Divisions paid a stiff price for it in casualties, but the battle for the remaining two-thirds of the island promises to be even more bloody.

WEDNESDAY, FE

United States Marines have driven across Iwo Island, isolating Mount Suribachi, have occupied 1,000 yards of the west beach and have captured the south airfield. The Japanese are fighting fiercely, especially on the flanks, and it has been impossible as yet to estimate our casualties. Night counter-attacks and minor enemy air raids have been beaten off as artillery and supplies continued to land on the beachheads. The Fifth Fleet has sent more than 8,000 tons of shells crashing against rocky strong points. [1:8; map P. 2.]

This was the due date for David's Baby but no news.

Wednesday, February 21st 1945

Slept late and well – for breakfast Orange juice – wheat germ. Scrambled eggs & good salt mackerel. Toast – Iced Coffee. To the Square with Frances – Subway, office – Getting ready for the afternoon – Over to First National for conf. with Pres. Spencer Frank Hatch, & Peterson – at 12. Back to office – out to lunch at 12.30 with Everett Lane – to Steubens – Fried Scallops. Green Peas. Roll. Hot Coffee – Orange – at 1.45 Directors' Meeting – lasted until 3 – then Finance Committee Meeting – lasted until 4.15 – Worked to 5 – then home all the way on the cars & Little Living Room – Iced Coffee – Cheese Cracker. Dinner at 6.40. Soup. Finnan Haddie – Potato au Beurre. String Beans. Alligator Pear Salad. Large Roll. Strawberry & Orange fruit cup. Upstairs at 7.15. Tired tonight as it was a strenuous day.

21 Feb. '45

Dear Grandma & Grandpa B.,

Did Spike arrive "on time"?!

Gosh, I'm rapidly going mad waiting for the great news! Know a cablegram won't reach me for several days yet but, still, I can't help but be pretty darn anxious.

I imagine there is considerable excitement in the Benton & Preston house-holds at the moment. Oh, what I wouldn't give

Lt. David Benton 0-771886
612 Sqdn, 401 Bomb. Gr.
APO 557, c/o P.M. N.Y., N.Y.

U.S. ARMY
652
24 FEB
1945
POSTAL SERVICE

AIR 6 MAIL
CENTS
UNITED STATES OF AMERICA

Air Mail

David Bent
1st Lt. A.C

2/

to be with my Jeanne right now!

No use in crying over what's happened tho'. Soon we will all be together and those hellish months will be but a dim memory.

Can't tell you when I'll be leaving — won't know myself 'til the very last minute. At any rate, just a few weeks separate us now.

Dearest love to all,
Daddy (I think!?!) Dave

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U.S. ARMY
652
24 FEB
1945
POSTAL SERVICE

AIR 6 MAIL
CENTS
UNITED STATES OF AMERICA

Air Mail

rs. Jay R. Benton
Pequossette Rd.
elmont, MASS.

SEMPER FIDELIS
U.S. MARINE CORPS

Wednesday
Feb. 21st 1945

Dear Mom and Dad,

Perhaps one of the finest records I've ever heard is, "More and More" by Tommy Dorsey. If you haven't got this yet, make it a must on your shopping list.

This is quite a crucial week for the half a million Marines all over the world. This battle for Iwo Jima seems to be the roughest in all this war. What little we can pick-up with high-powered equipment indicates a lot of casualties and terrific battles. In just a few months I've learned to take code with a typewriter and at present, beat out about twenty-five words a minute. If one has to make himself learn, it isn't so hard.

We had quite a wind storm yesterday and the dust got into everything. A couple of training planes got caught up there and the wind was so rough that it took twenty men to pull it onto the ground. A plane heads into the wind when it takes off or lands and those planes were so light that they couldn't land.

I passed my sixth physical yesterday morning.

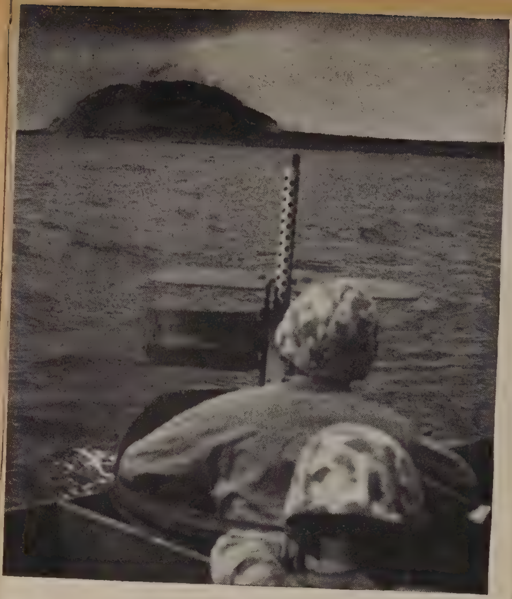
The baby is due today so I'll be expecting a telegram from you. It is such a good medicine for all this war. Three Cheers!

Love,
Peter

On the Road to Japan

Last Friday the American flag was planted firmly on the doorstep of Japan. It flew from a sere, bleak volcanic cone only 750 miles from Tokyo, as close to the Japanese capital as Atlanta is to New York. To put it there took American blood on an unprecedented scale. To keep it there would take more. The Japanese—embattled everywhere in their conquered empire, their lifeline to the south nearly severed at the Philippines, their land front in Asia being pushed back—were fighting with fanatical savagery to stave off this most pressing threat to the homeland.

The scene was Iwo Island, one of the Volcano group, in the long chain stretching southeast from Japan. For years an insignificant pin dot in the vast seascape of the Pacific, it had been made a link in the Japanese inner-zone defenses. Its loss would bring heightened danger from American air power; in the longer view it would show a crucial inability to defend the near approaches to Tokyo. The Japanese exacted a price for the foothold the Americans won.



Historic Iwo Jima . . . Lava-encrusted sides of heavily fortified Suribachi as seen from approaching invasion barge.

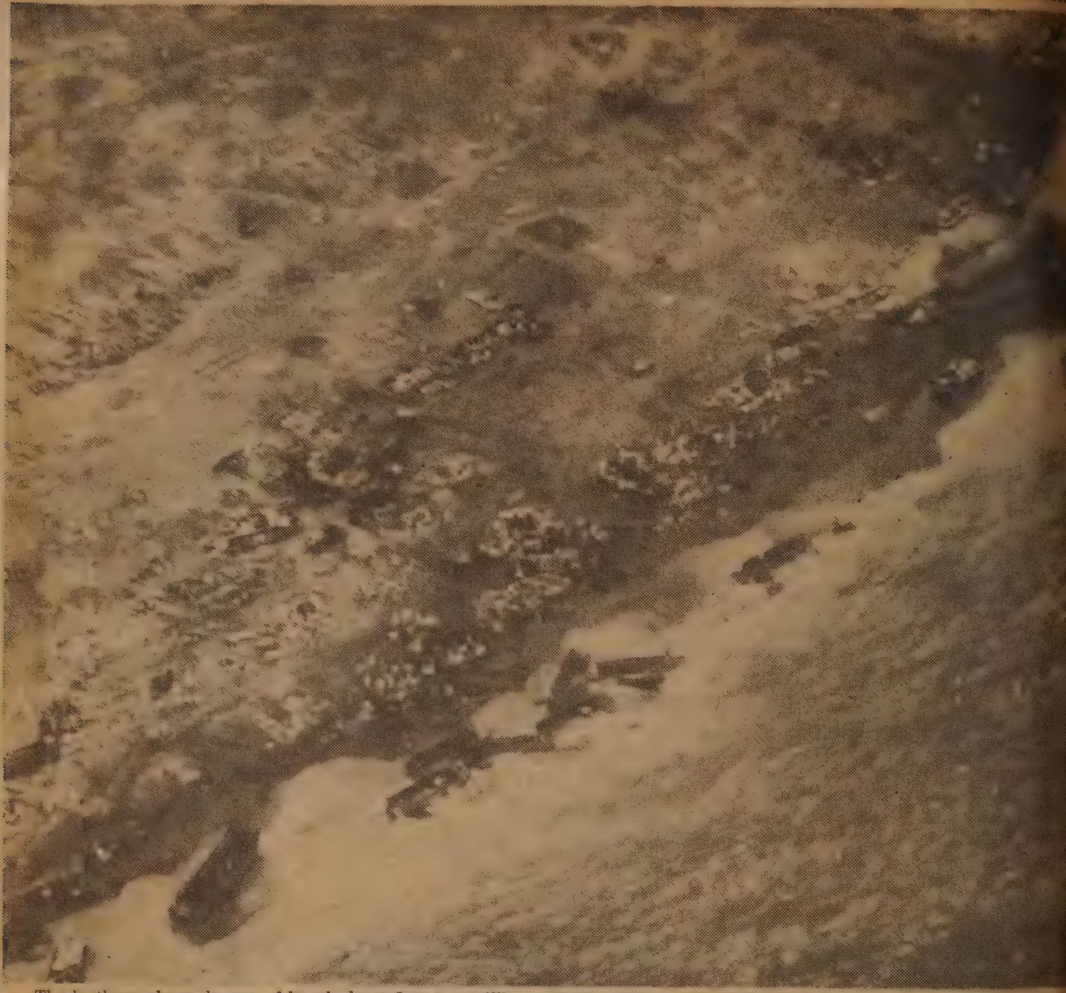
Marine invasion craft heading for Iwo Jima beach, Mt. Suribachi in distance.

# of Unadulterated Hell”

American landing craft going ashore last Monday at Iwo Jima while the island still smoked from our bombardment. In the left center is Mt. Suribachi, the extinct volcano which the marines captured Friday. The island is five miles long and two and a half miles wide at its greatest width. Vice-Admiral R. Kelly Turner, invasion commander, described it as being “as well defended a fixed position as exists in the world today.” Associated Press from Navy

NEW YORK TIMES, SUNDAY, FEBRUARY 25, 1945.

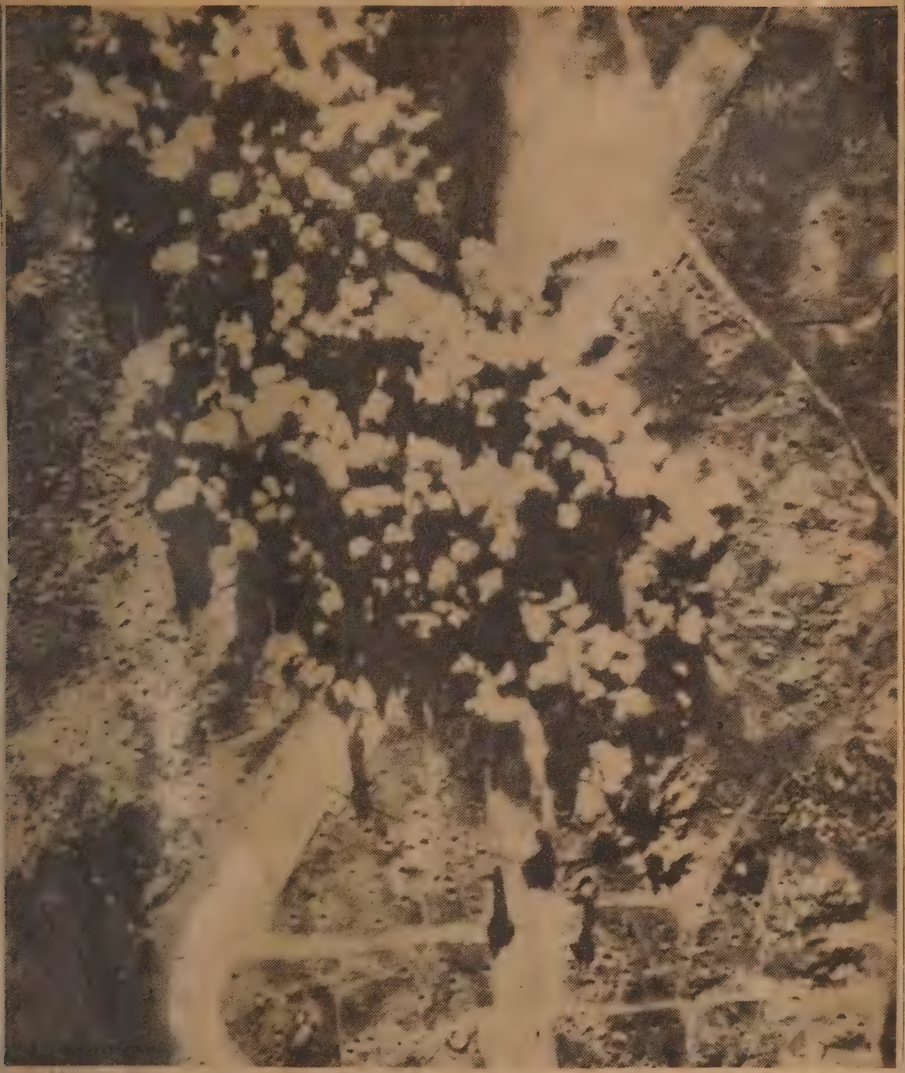
THE SCENE OF THE BITTEREST FIGHTING IN THE HISTORY OF OUR MAR



The leathernecks make use of knocked-out Japanese pillboxes and trenches and foxholes of their own making on Iwo, while
barges on the beachhead testify to the fury of the engagement.

Associated Press Wire

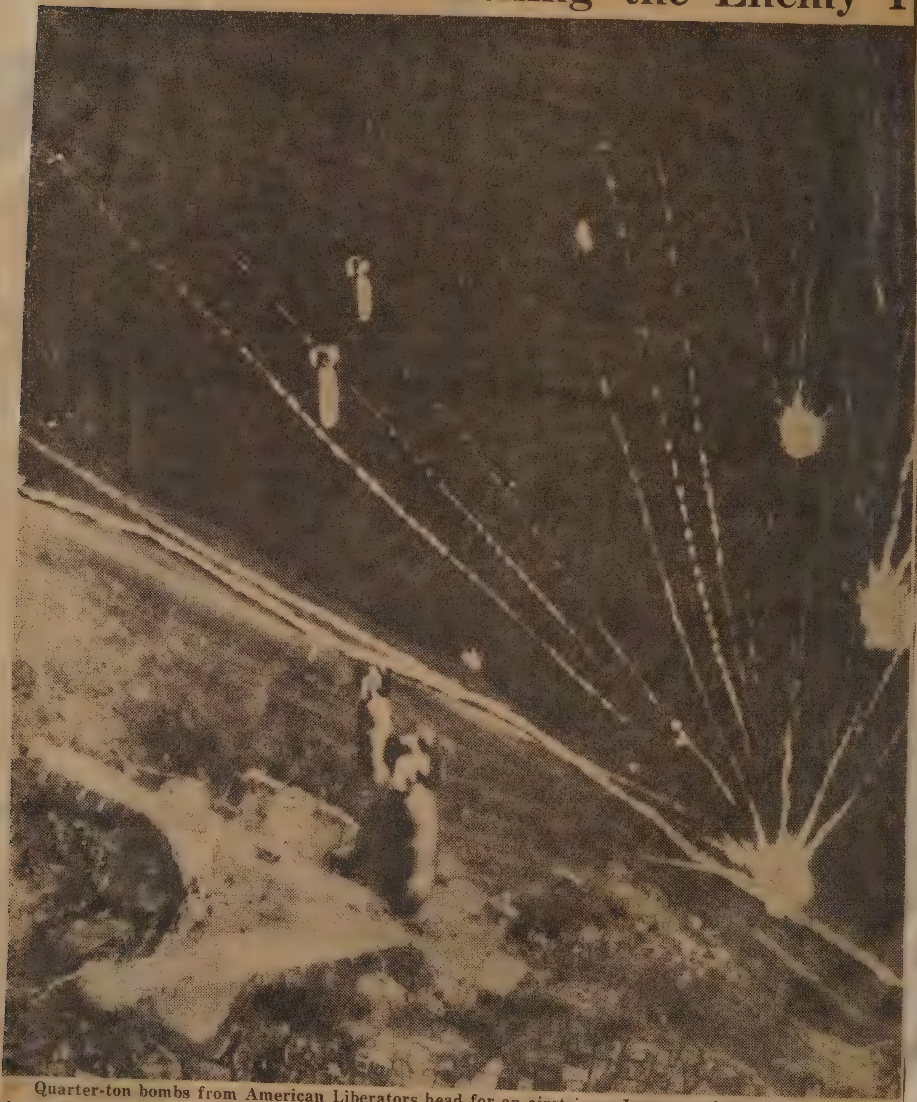
rom the Air on Iwo



Almost as one explosion, 390 one hundred-pound bombs dropped by Liberators blast an Iwo airstrip during a pre-invasion assault. Note the hundreds of craters from previous attacks on the stronghold.

Associated Press Wirephoto (U. S. Army Air Forces)

Our Forces Attacking the Enemy F



Quarter-ton bombs from American Liberators head for an airstrip on Iwo as exploding Japanese phosphorous bombs from enemy interceptor planes compete for air supremacy previous to our landing.

Associated Press Wirephoto (U. S. Army Air Forces)

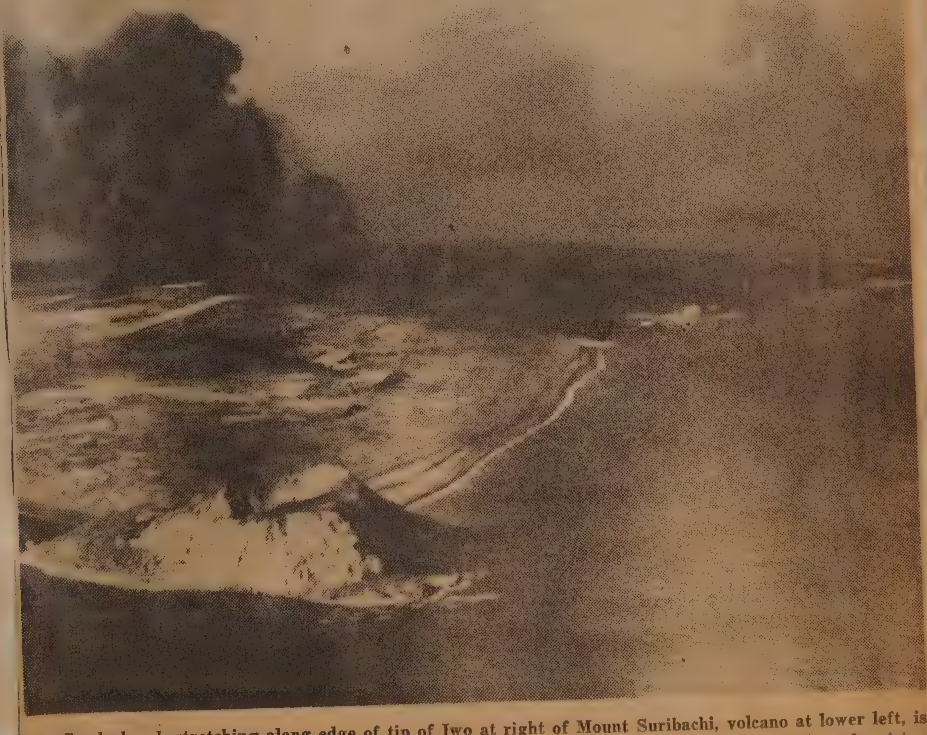
Iwo Island: Our Marines Engaging the

Japanese in Their Hardest Fight in 168 Yea

Iwo Island: Americans Invade Japanese Pacific St

the Navy's famed Fifth Fleet at a Pacific anchorage in preparation for the mighty assaults on Iwo and Tokyo. Visible are LST's landing craft waiting to be hauled aboard transports lying further out, while in background can be seen some of the heavy units.

The New York Times (U. S. Navy)

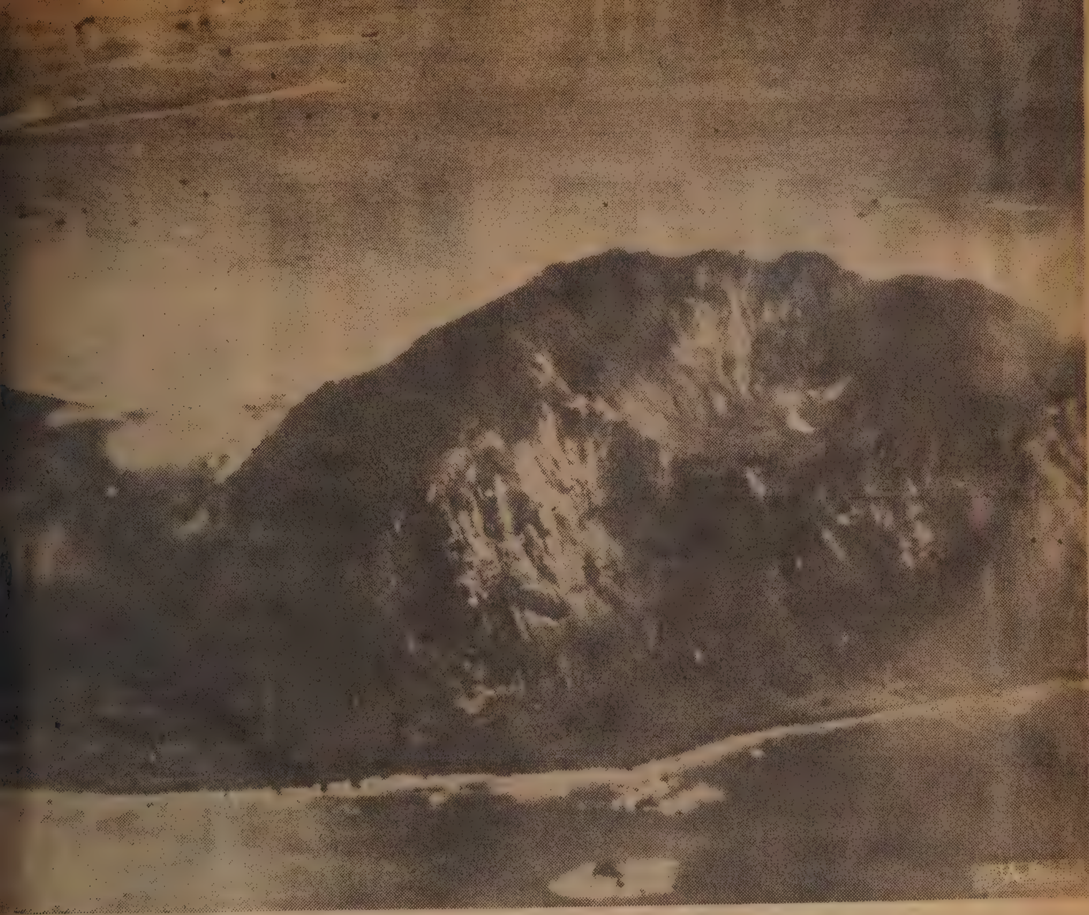


Sandy beach stretching along edge of tip of Iwo at right of Mount Suribachi, volcano at lower left, is the scene of landing of our forces. Airfield, which is an objective, is seen below center of smoke rising from burning enemy installations hit by Navy bombers during one of our softening up blows.

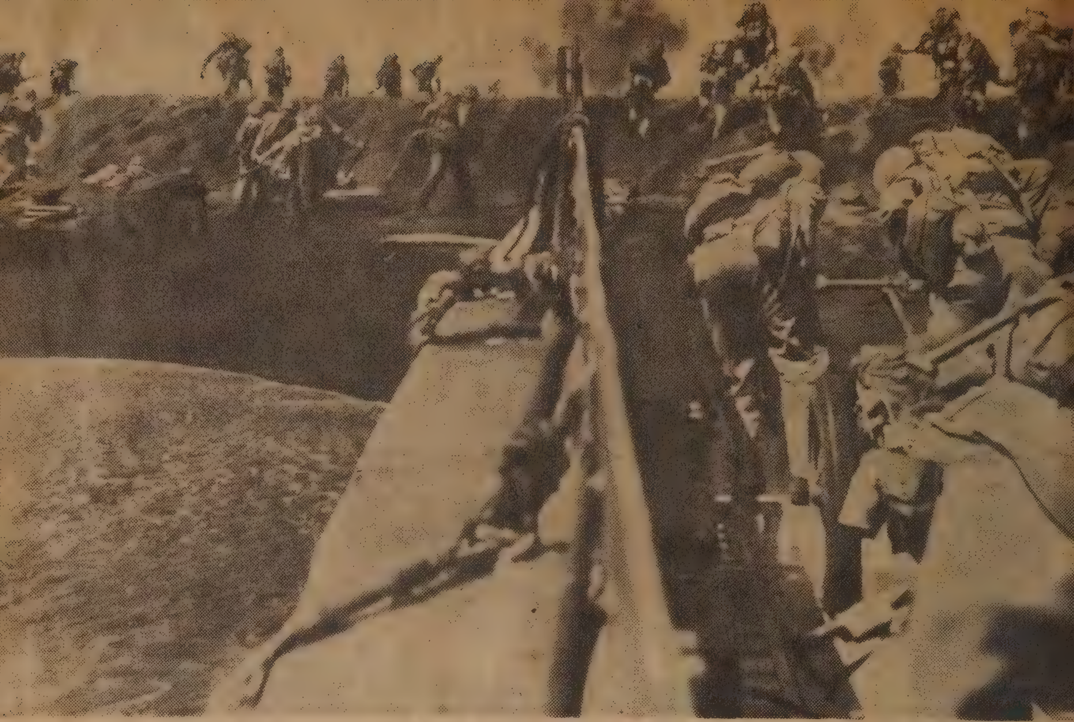
The New York Times (U. S. Navy)

Our landing barges head for the beaches on Iwo as the marines launch their attack. The volcano rising in the center is S

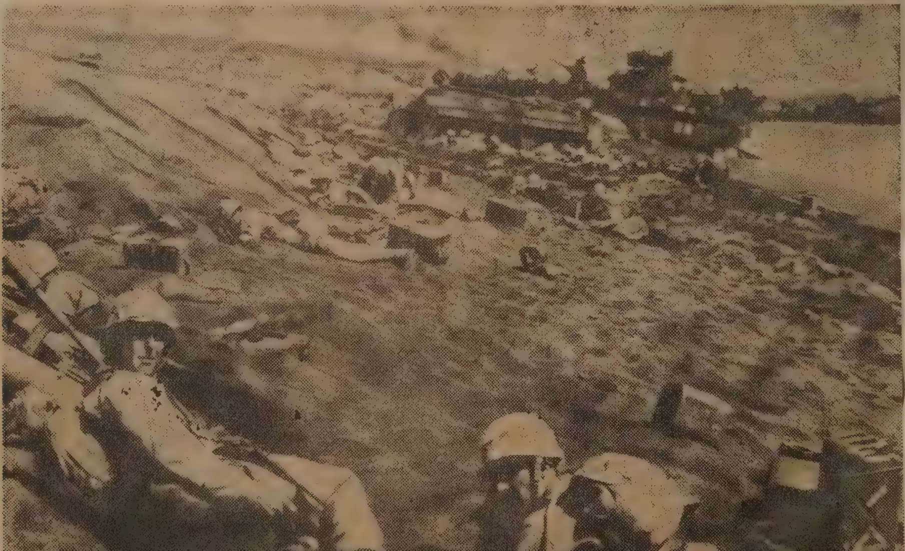
Associated Press Wirephoto (U. S. Navy ra



CHI, VOLCANIC FORT, captured by United States Marines. The volcano (right) is at the southern tip of the
This close-up aerial view was taken on D-Day, Feb. 19, as one wave of assault boats sped out for more Marines.

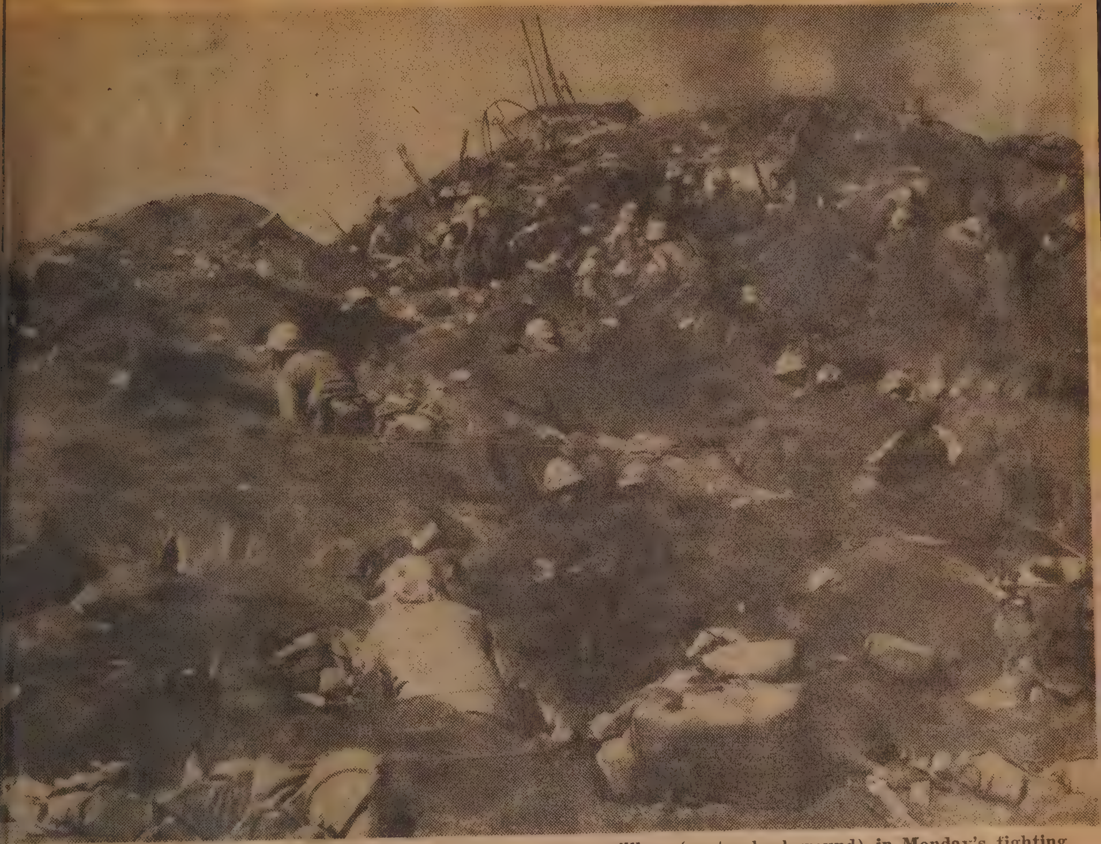


Americans storming ashore from landing craft to charge up a sand dune as they hit the beach Associated



Fourth Division fighters take cover in an abandoned enemy trench and in craters made by our bombing
Associated Press Wirephoto

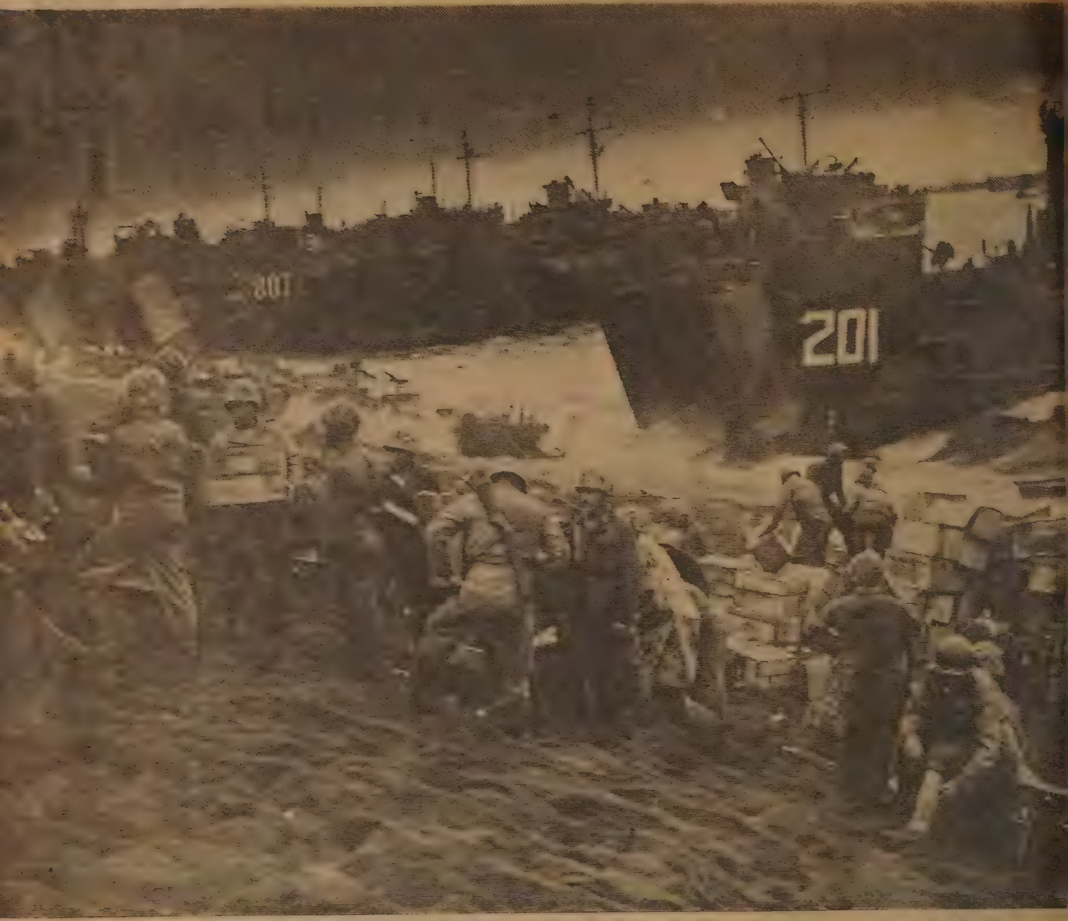
MARINES INCH AHEAD ON RUGGED HILLS OF IWO



bers of the Fourth Division take cover after capturing an enemy pillbox (center background) in Monday's fighting

Associated Press Wirephoto

BRINGING IN SUPPLIES FOR OUR FIGHTING MARINES ON THE ISLAND OF

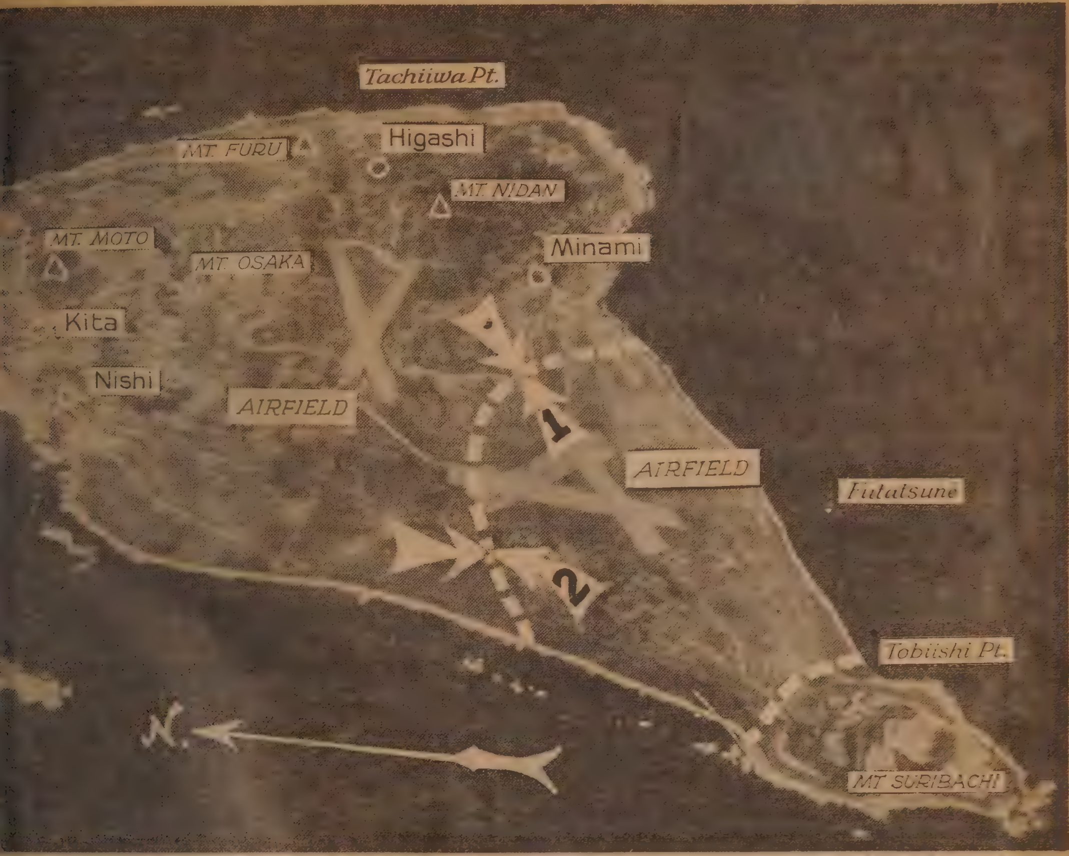


Unloading Coast Guard-manned and Navy landing craft nosed up to the volcanic sands of the beach

The New York Times (U

2-21-45

OBJECTIVE ON IWO IS WRESTED FROM THE JAPANESE BY OUR WARRIORS


Tachiiwa Pt.
Higashi
MT. FURU
MT. NIDAN
MT. MOTO
MT. OSAKA
Minami
Kita
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AIRFIELD
1
AIRFIELD
Futatsune
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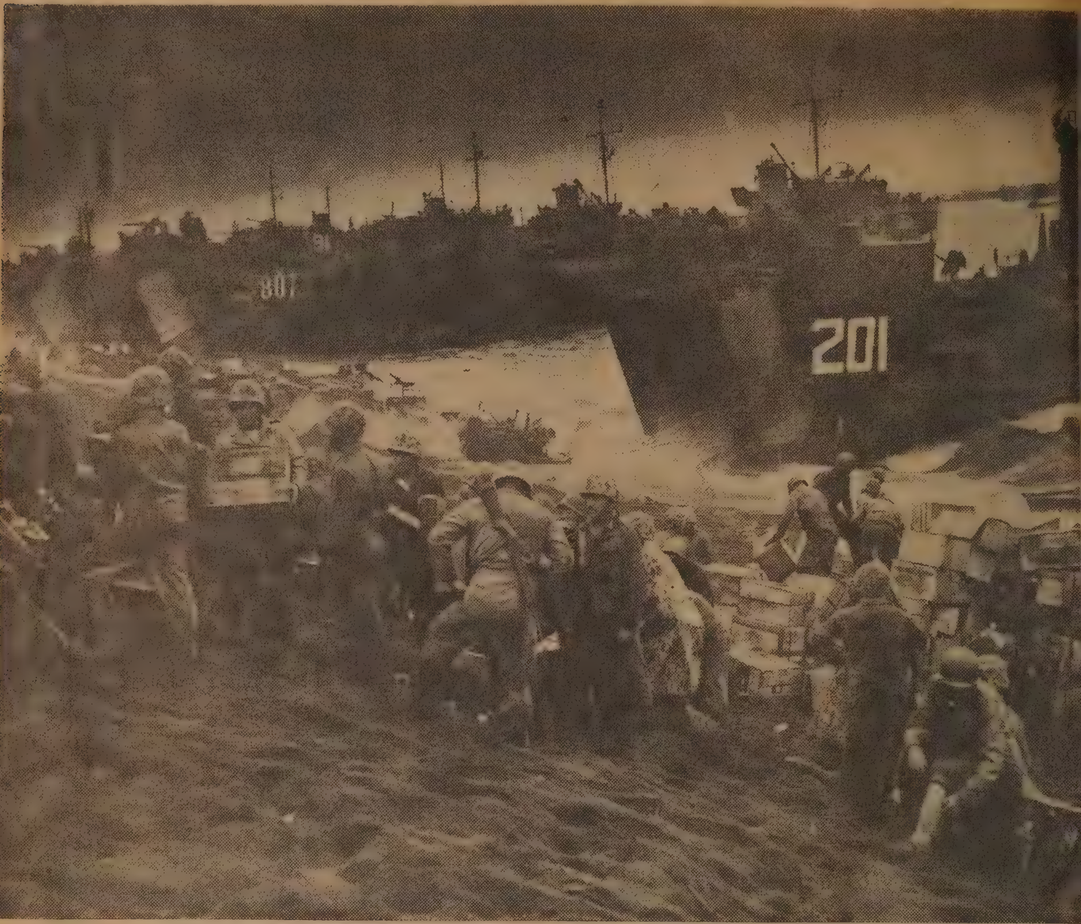
Tobiishi Pt.
N.
MT. SURIBACHI

The New York Times U. S. Navy . Feb. 21, 1945

n marines drove across the southern leg of the island,
Mount Suribachi and occupying 1,000 yards of the
e, a holding that was later doubled. In an early
ration the enemy counter-attacked down a runway
rn airfield, but the Twenty-seventh Marine Regiment broke the attack (1). By noon the entire airfield was in our hands and at latest reports our troops were pushing on northward. On the open slopes west of the airfield the marines were meeting bitter resistance (2).

BRINGING IN SUPPLIES FOR OUR FIGHTING MARINES ON THE ISLAND OF



Unloading Coast Guard-manned and Navy landing craft nosed up to the volcanic sands of the beach

The New York Times (U.

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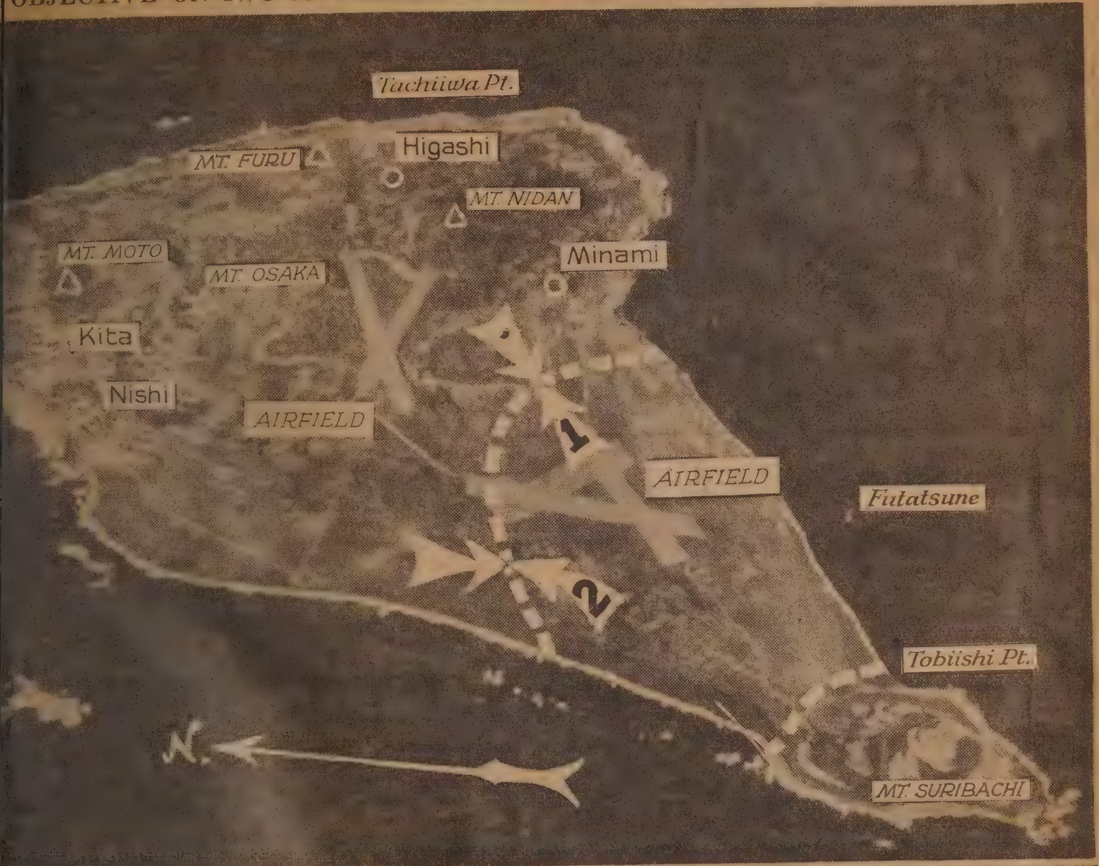
Tachiiwa Pt.
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MT. SURIBACHI

The New York Times (U. S. Navy), Feb. 21, 1945

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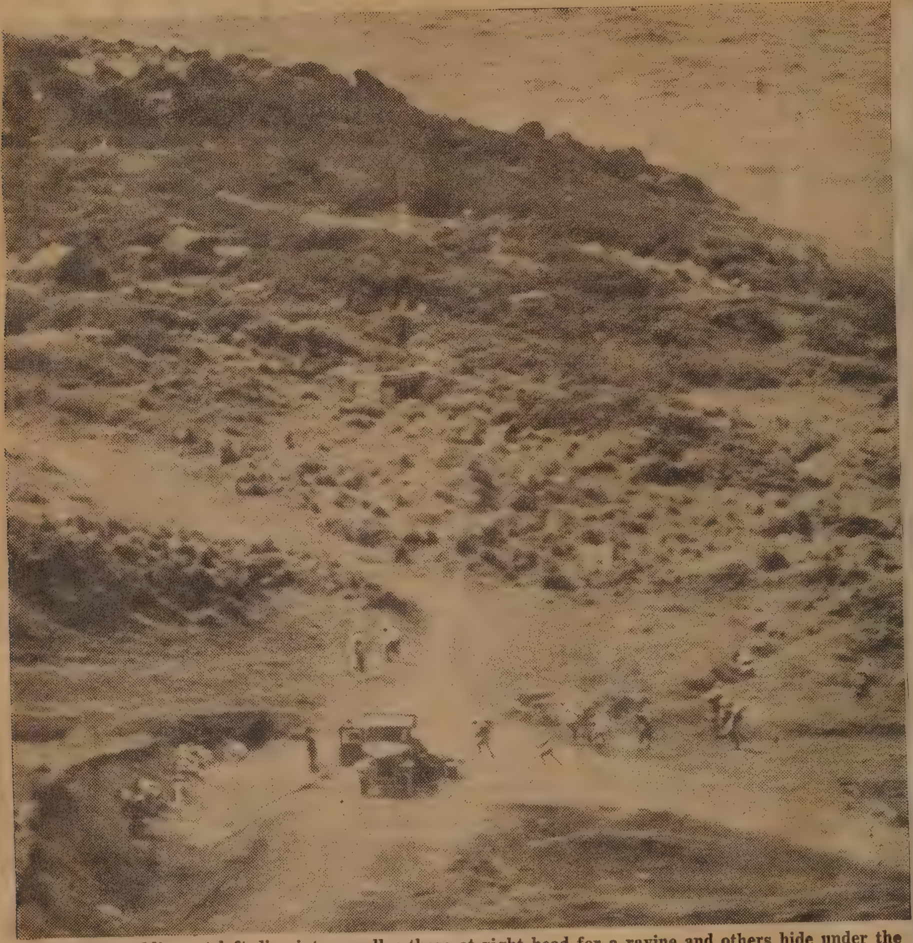
As Our Forces Softened Up Iwo Island i



Japanese soldiers at left dive into a gully; those at right head for a ravine and others hide under the truck as one of our planes comes in at low level to strafe them after they were caught along one of the roads of the island.

The New York Times (U. S. Navy)

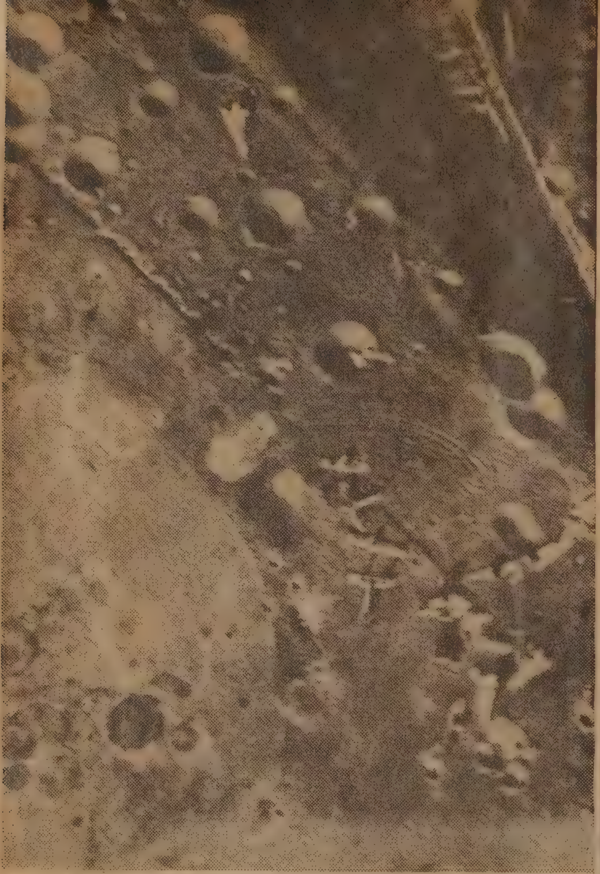
reparation for the Present Offensive in the Pacific

ese are seen scurrying for underground shelters as the Navy plane that made this photo flies low over the enemy base during a
ance mission. The area shown is a boat yard.

Associated Press Wirephoto (U. S. Navy)

Anti-aircraft guns show on the skyline of Iwo as Navy fliers swoop over Volcano island to spot enemy installations.

The New York Times (U. S. Navy)



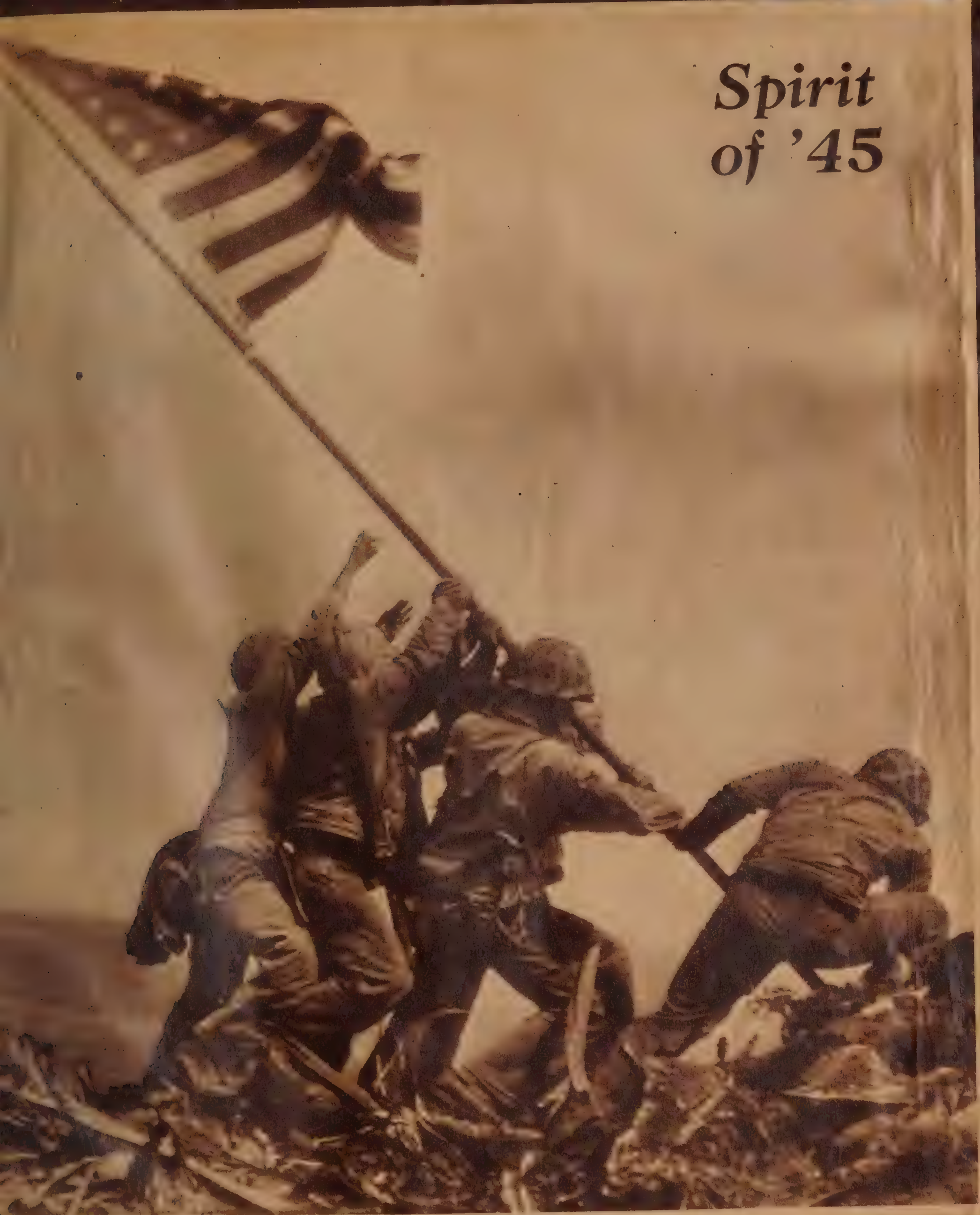
This is one of the bomb-battered air strips on the island after it was hit by American planes. Wrecked Japanese planes clutter up the torn field.

Associated Press Wirephoto (U. S. Navy)

These Japanese landing ships were blasted by our airmen beached on Iwo by the enemy in an attempt to salvage their ren An anti-tank ditch runs through the bomb-pocked area.

Associated Press Wirephoto (U. S.

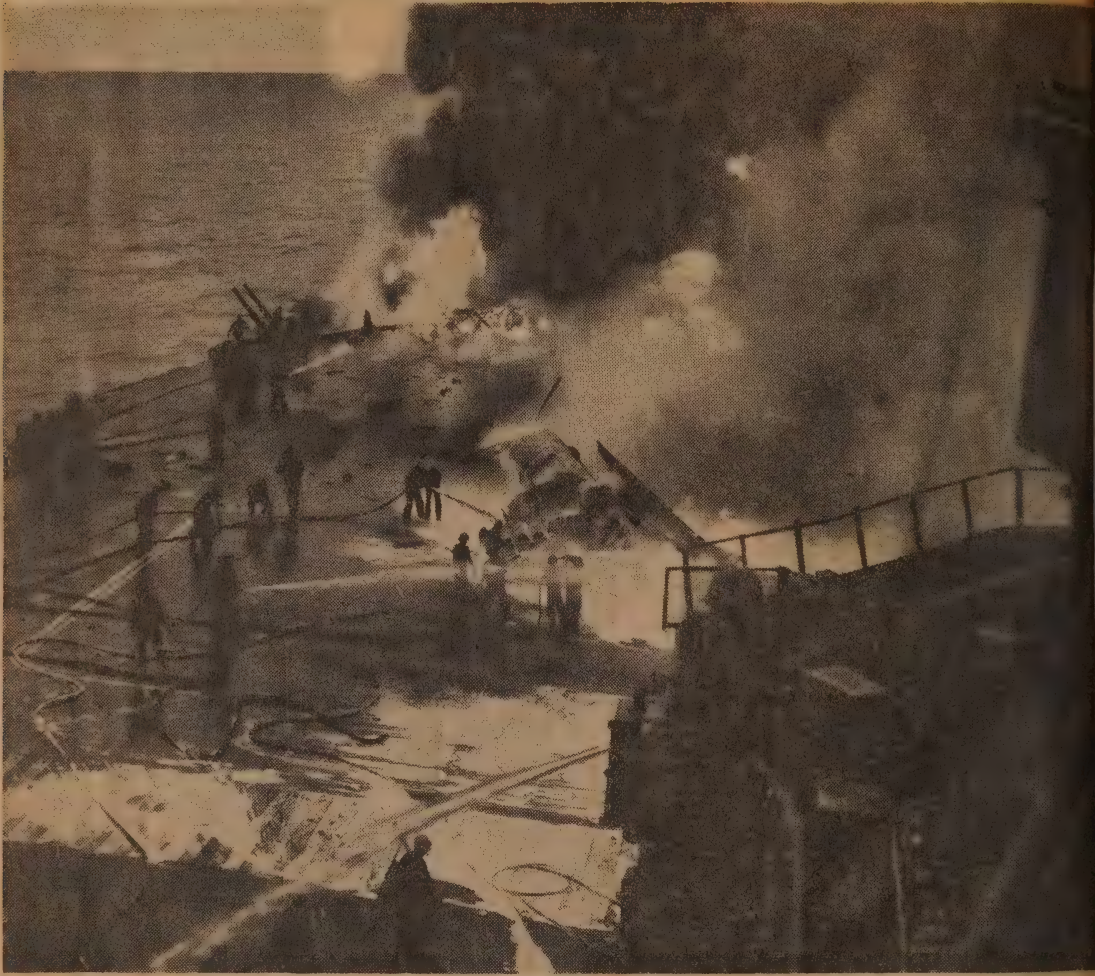
Spirit of '45



THE PHOTOGRAPH reproduced above is probably the most dramatic picture to come out of the Pacific war. It shows a daring quartet of U. S. Marines of the 28th regiment hoisting the Stars and Stripes atop Suribachi, Iwo Jima's volcanic fort, after a terrific struggle to attain this position and this historic moment. The photo was made by Joe Rosenthal, Associated Press photographer with the wartime still picture pool. (AP Wirephoto)

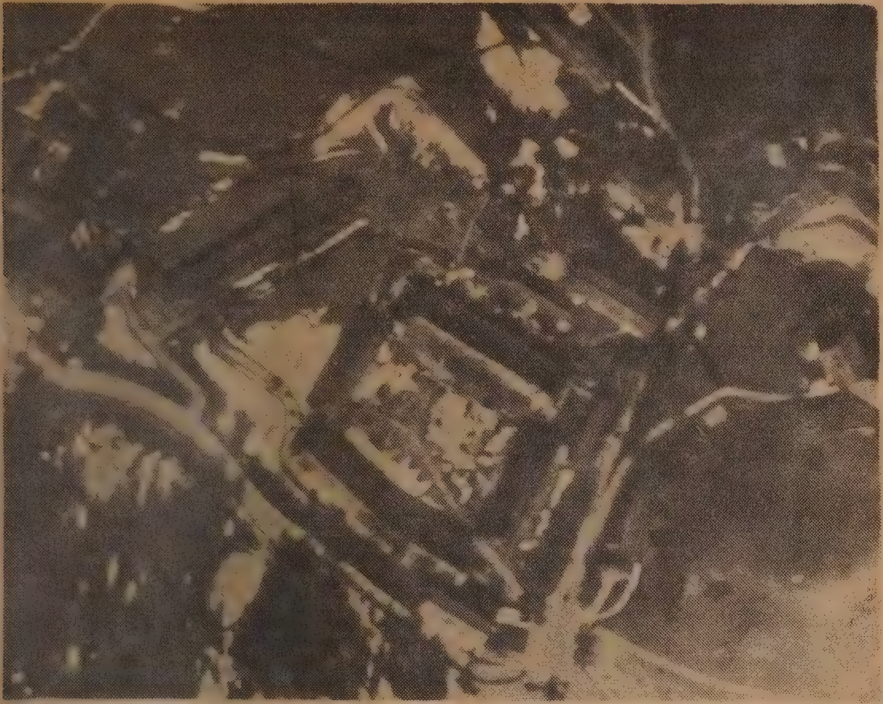
THE NEW YORK TIMES,

AMERICAN SEA POWER ONCE AGAIN PROVES ABILITY TO ABSORB ENEMY BL



Firefighting parties battling flames on the Saratoga, after the "Queen of the Flattops" received seven hits off Iwo on Feb. 21, 1 veteran Navy carrier resumed operations after the flames were extinguished and made her way under her own power to Puget Sound N at Bremerton, Wash., where she was termed the "most extensively damaged vessel" the yard had received.

HITLER'S FORTRESS PALACE AS SEEN FROM AMERICAN BOMBE



The retreat, photographed by the United States Twelfth Air Force during Wednesday's air attack on the Berchtesgaden rail yards four miles away.

The New York Times (U. S. Signal Corps Radiotelephoto)

oward M. Mostrom, *Chairman*
rs. Everett S. Hilton, *Vice-Chairman*
harles Jenney, *Vice-Chairman*
aul D. Caskey, *Vice-Chairman*

THE AMERICAN RED CROSS
BOSTON METROPOLITAN CHAPTER
BELMONT BRANCH
67 LEONARD STREET

Telephone BELmont 1215

Lewis S. McCreary, *Honorary Ch*
Mrs. Cheston M. Hutchins, *Treas*
Mrs. Paul A. Wien, *Secretary*

AR FUND COMMITTEE
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Chairman
Harry Ahlquist
Vice-Chairman
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Administrative
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Organizations
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Publicity
Mrs. Harold M. Scheibe
Staff Assistance

February 21, 1945

TO BELMONT FRIENDS OF THE RED CROSS:

The Red Cross War Fund Campaign for 1945 opens formally on March 1, and as you have been one of the more generous contributors in years past, we want again to enlist your earnest support and report to you the following:

The National Red Cross War Fund has been set at $200,000,000.00 to meet the critical demands of our armed forces as well as those of the home services. This means a quota for Belmont somewhat larger than last year, namely, $37,000.00. But it is still one which can be readily met if we all will do our part and give something more than in 1944.

Last year and already this year individuals have asked for some guide for possible use in determining the size of their donations. While appreciating that this is a matter entirely of private concern to each individual, yet for purposes of comparison we mention that Belmont's quota last fall for the United War Fund was approximately $45,000.00 and the Red Cross goal this year is roughly 80% of that figure.

Your local solicitor will call upon you as soon as the Campaign gets under way about March 1, and Red Cross hopes that you will be as generous as you possibly can. Its great humanitarian work on all fronts should provide ample stimulus for us all.

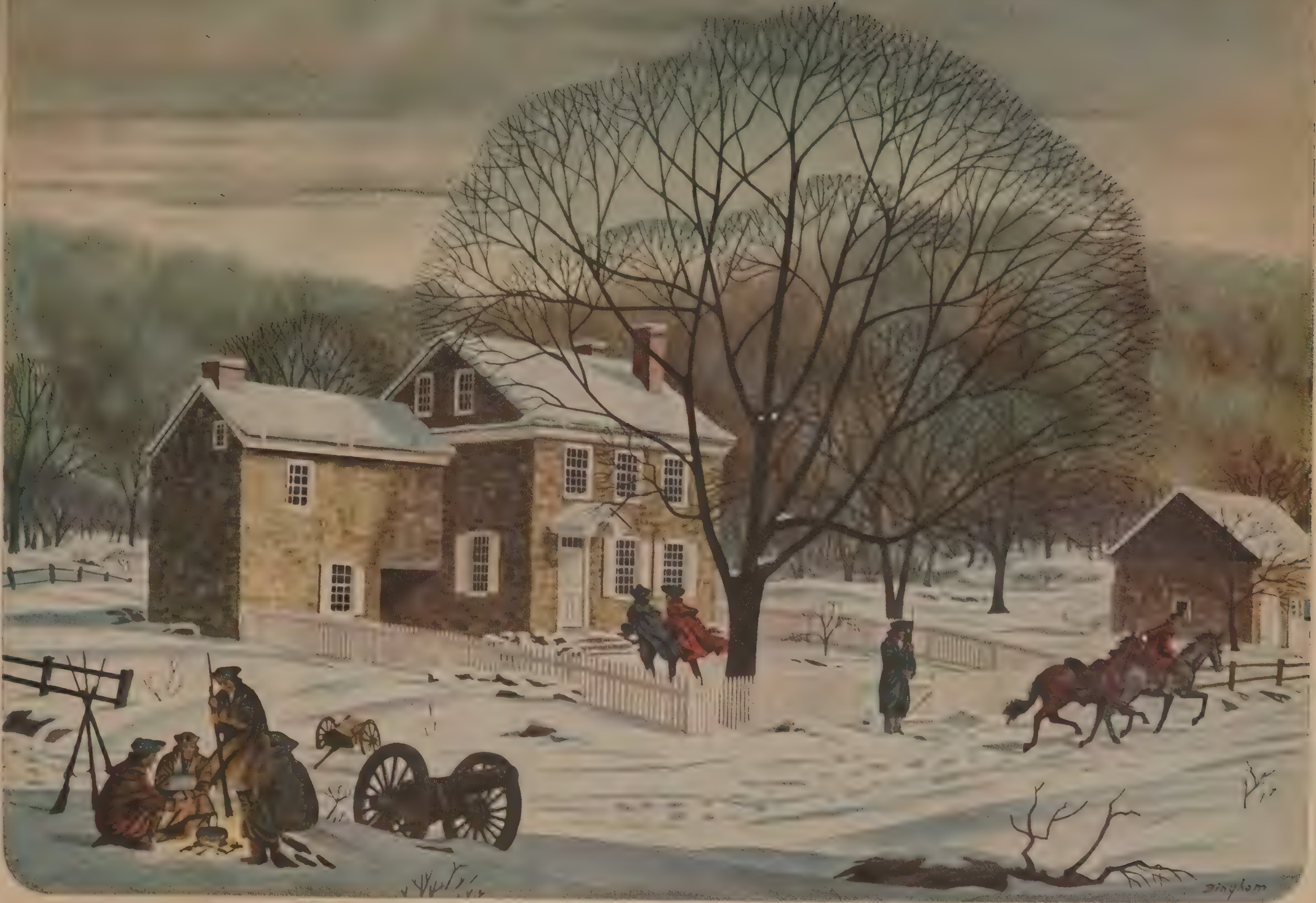
Cordially yours,

Stuart

Chairman War Fund Committee

Paul D. Caskey

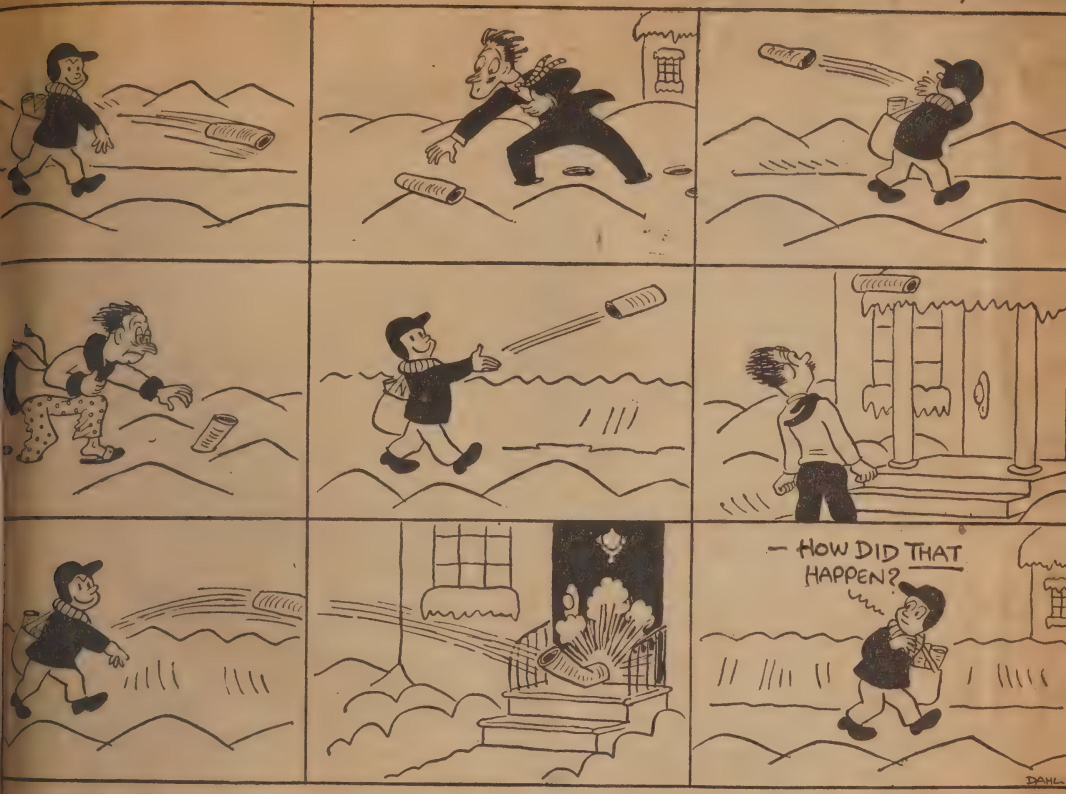
Chairman Special Solicitation



Washington's Headquarters, Valley Forge, December, 1777 . . . Based on Early Records.*

INTER SPORTS

by Dahl


— HOW DID THAT HAPPEN?
DAHL

THE COMMONWEALTH OF MASSACHUSETTS
EXECUTIVE DEPARTMENT
STATE HOUSE, BOSTON

MAURICE J. TOBIN
GOVERNOR

February 8, 1945

Hon. Jay R. Benton
3 Pequossette Road
Belmont, Mass.

My dear Mr. Benton:

His Excellency the Governor and Mrs. Tobin will resume the traditional custom of holding a public reception on Washington's Birthday, Thursday, February 22, 1945, in the Hall of Flags, State House, beginning at ten o'clock a.m.

They extend to you a cordial invitation to attend this reception.

Very sincerely yours,

John M. Deely

John M. Deely
Secretary to the Governor

Appalling Road Damage in N. E.

Torrential rain throughout New England yesterday caused potential flood threats in some areas, turned highways into hazardous ice lanes, uncovered "appalling" road damage as a result of the severe Winter, and everywhere in the six states brought a mounting toll of injury from automobile accidents and falls.

Police from every section of Greater Boston reported early today the worst traffic conditions of the year as rain, freezing almost as quickly as it fell, turned the highways of the cities and towns surrounding Boston into an icy glare.

Thursday, February 22nd 1945

Did not wake up until seven o'clock - what a fine night's sleep. It has been raining hours now - the streets are glare ice and conditions are most hazardous - Frances could not get into Red Cross and fortunately Mary did not have to go to Raytheon. Jane brought up my breakfast at 8.30 - Orange juice - wheat germ - creamed eggs & Finnan Haddie on English Muffin - half a large roll - and coffee. Viola Ryder, the laundress came sliding and slipping down the street at 9 - and fifteen minutes later the newsboy doing the same - but the "Herald" landed on the porch & Doing this and that all morning - Took out and put on the mantlepiece in the little living room, as I have for years past, the framed Pictures of Geo. Washington and the message from him at Valley Forge to Captain Jacob Benton - Pasted up my scrap Book the months of June & July - Downstairs for dinner at 2.15 Jellied Consommé - Eggs Benedict - French Fried Potatoes - Cauliflower au gratin - Tomato & lettuce salad. Milk - a little apple pie & cheese,

Rested during the afternoon pasted in
the Scrap Book - the months of August +
At 4 started pasting for the last 2
weeks. Then started on the Scrap
book again - for Sept, Oct, Nov, Dec, Jan
+ Feb. to date. Got through at 9.15. at
8 Frances brought me up a snack
supper + Deep Roll Ham Sandwich, a
glass of milk and a Strawberry, orange,
and apple fruit cup.

Mary left at 4 to go to the movies
and supper at the Bella Vista.

I had a hot tub Bath at 6.30

Feb. 23, 1945

Dearest mom,

My grandmother's name is Mrs. George Lewis Lormand — she lives here in Arlington.

I have an appointment with the doctor

P.S.

no mail from Dave today — my last letter was Feb. 12th.

tomorrow afternoon. So I'll write then and tell you what he had to say.

I just can't wait for the arrival of Dave and Spike!

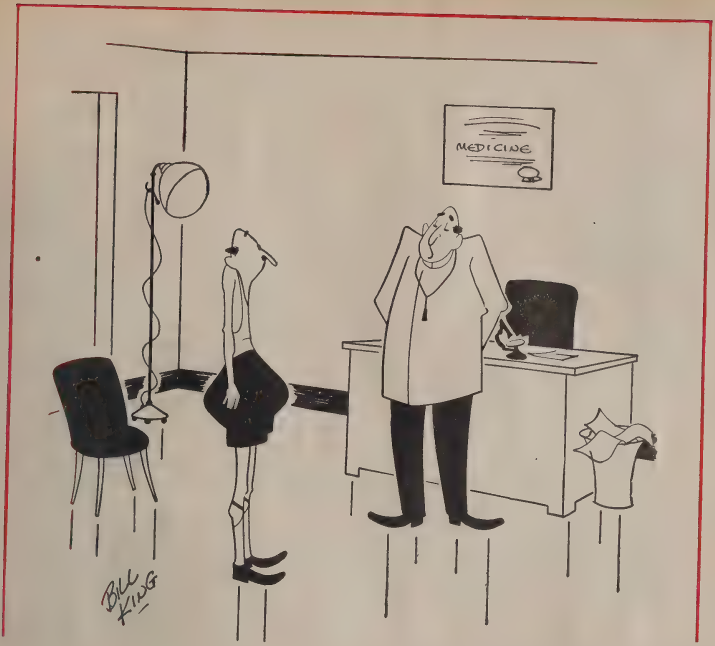
Lots of love,

Jeanne.

Assurance was given by the weather bureau today there was no immediate danger of floods in New England in the wake of the heavy rain and fog which thawed deep masses of snow and ice.

Friday February 23rd 1945
Up betimes and doing this and that getting ready for my visit to Jim O'Hare this afternoon. Weight this morning 170¼ last visit - Oct 27th - 170½. For breakfast - orange juice - Wheat germ - Poached egg on toast. Iced Coffee. Pea Soup Fog this morning and raining - so John drove me around and up to the Pine St. car stop. gave Herb. Rogers a lift. Subway - office - at 11 over to the State Street Trust Co. Deposit Vaults - to meeting Walter Borziglitz to put in $50,000 Govt. Bonds and clip coupons. On the way back into Bailey's on Congress St and bought a pound of Walnut Chocolate Fudge to send Peter - Back to the office. Work. Out at 12.20 with Everett Lane - to 108 Water St to leave Beacon Society material with Everett Litchfield's secretary. to the Cafe Royale, Hotel Touraine + Breaded Mutton Chop. Spaghetti - Spinach. Roll. Cottage Cheese. Coffee - Orange. to Bailey's on West St. to buy a pound of Chocolate Marshmallow Fudge to send Nicholas + then to Jordan's to buy a wedding present to send Alma Brainard's (Mrs. Phillips) daughter -

a desk set, green Trimmings-
Back to the office. Left at 3 - to
Woolworth's for a bottle of mucilage
subway to Kenmore Square - To Dr. -
O'Hare's - the checkup - everything
perfect - Frances came out from Red
Cross to meet me across from the
Temple Israel at 4.30 + so home.
Little Living Room. Iced Coffee - Dinner
at 6.30 + Soup. Fish Balls. Chili Sauce.
Spinach. Tomato + lettuce Salad -
Pop-overs - Milk. Strawberry Shortcake -
Upstairs and so to bed.
Mary came late, this her hair-do day.


MEDICINE
BILL KING

FEB. 23, '45

— Another visit to
KENMORE SQUARE.

Where Once the Famous Met

Edmund Fowle House in Watertown, Mass., Which Sheltered History Makers of 1775

LATE in the year 1772, in the town of Watertown in the Massachusetts Bay Colony, a young man named Edmund Fowle was wedded to Mary Cook.

The following year he built a house for his bride on the main street of the town, adjacent to the meetinghouse. On the ground floor were four spacious rooms and on the floor above was one large, open chamber which in due time would be divided into additional rooms.

In the year 1774, a son, Edmund, was born in this new house. If one should seek out what is now an old colonial yellow dwelling with green blinds and a lavender glass doorbell, it would not be found where it was built, for some 75 years ago the town fathers cut through a street at this spot and named it Marshall, for Marshall Fowle, another son of Edmund Fowle. The improvement made it necessary to move the Fowle house back 100 yards or so to where it now stands, midway between Mt. Auburn and Spring streets.

But let us go back to the year 1775, when unexpected events heralded new arrivals at the home of Edmund Fowle. Boston, being occupied by the British, had ceased to be the capital of the Massachusetts Bay Colony and Watertown became the capital and social center of the whole region.

How little did the Watertown citizen of that day realize that his town was destined to have the unique distinction of becoming the ancestral home of no less than six Presidents of a Republic not then founded—John Adams, John Quincy Adams, Franklin Pierce, James A. Garfield, William Howard Taft, Calvin Coolidge! As the historian exclaims, "Great Little Watertown!"

Here the Provincial Congress met in the temporary State House, none other than the Congregational Meetinghouse, which stood where is now the cemetery at the corner of Mt. Auburn and Common streets. This was the church of the original society founded by the Rev. George Phillips and Sir Richard Saltonstall, forefather of ex-Governor and United States Senator Leverett Saltonstall.

From this meetinghouse, Gen. Joseph Warren went to his final battle at Bunker Hill; here, the first Great and General Court was organized and here, too, Gen. George Washington, accompanied by Generals Lee and Schuyler and staff, arrived at high noon on Sunday, July 2, 1775, and the Provincial Congress assembled to receive them. Dismounting, the General ascended the steps of the church and at the entrance to its broad aisle was met by the Hon. James Warren, who presented him with an address. An hour and a half was spent in ceremonials, after which the military party proceeded to Cambridge, where the next day General Washington took command of the American Army.

* * *

This early meetinghouse was found to be so limited in size for the Congress with its 160 members that it became necessary at once to look for a place of meeting for the various committees and the Executive Council. The Journal of the House of Representatives, under date of July 22, 1775, recorded:

> The Committee appointed to provide some Convenient place for the Council to set in, reported verbally. That a large Chamber, the House of Mr. Fowle, might be procured; but being unfurnished, The Committee recommended that there be a rough Floor laid & Chairs provided for that Purpose. The Report was accepted, and Capt. Brown, Capt. Dix and Major Fuller were appointed to procure said Chamber accordingly.

It is of interest that on the same day the Congress voted that the Committee of Safety "be desired to compleat the furnishing General Washington's house (later the Poet Longfellow's home in Cambridge) and in particular to provide him with four or five more beds."

If one pauses today at the corner of Mt. Auburn and Marshall streets where Edmund Fowle's house was built he may read on the large stone marker:

> HERE THE HONORABLE COUNCIL MET WHILE THE ASSEMBLY SAT IN THE MEETINGHOUSE NEARBY—1775-1776.

Upon a small bronze tablet on the Fowle house are these words:

> During the British Occupation of Boston the Seat of the Government of Massachusetts Bay Colony was in Watertown. Here Committees of the Second and Third Provincial Congress met from April 22, 1775 [note that this is but three days after Lexington and Concord], to July 19, 1775, and the Executive Council from July 19, 1775, to September 18, 1776.

A new and larger tablet on the house has this inscription:

> In This House sat the Council of the Great and General Court of the Province of Massachusetts Bay in New England July 1775-November 1776.

There follows a list of twenty-eight members of the Council, among which are such famous names as John Hancock, Sam Adams, John Adams, James Otis, Robert Treat Paine, Thomas Cushing, Benjamin Lincoln [the General who at Yorktown received the sword of Cornwallis!] and John Winthrop, great-great-grandson of John Winthrop, the Colony's first Governor.

There were two Councilors-at-Large: Moses Gill and Dr. Samuel Holton, the able and honorable judge from Danvers. He it was who, during the nearly year and a half of Council meetings, never missed a session and who later served for a brief period as President of the Continental Congress at Philadelphia.

Of the total Council, six became members of the Continental Congress; two were signers of the Declaration of Independence; three were future Governors of Massachusetts, and one, John Adams, became President of the United

States!

* * *

What a place for living must have been the Edmund Fowle house or whatever house it was in Watertown from which James Warren wrote to John Adams at Philadelphia under date of October 20, 1775: "Everyone either eats, drinks or sleeps in this house, and very many do all, so that for a week past, I could get no opportunity to write morning, noon, or night." And thus we see that Watertown, the capital town during the British occupation of Boston, had its own acute housing and rooming problem!

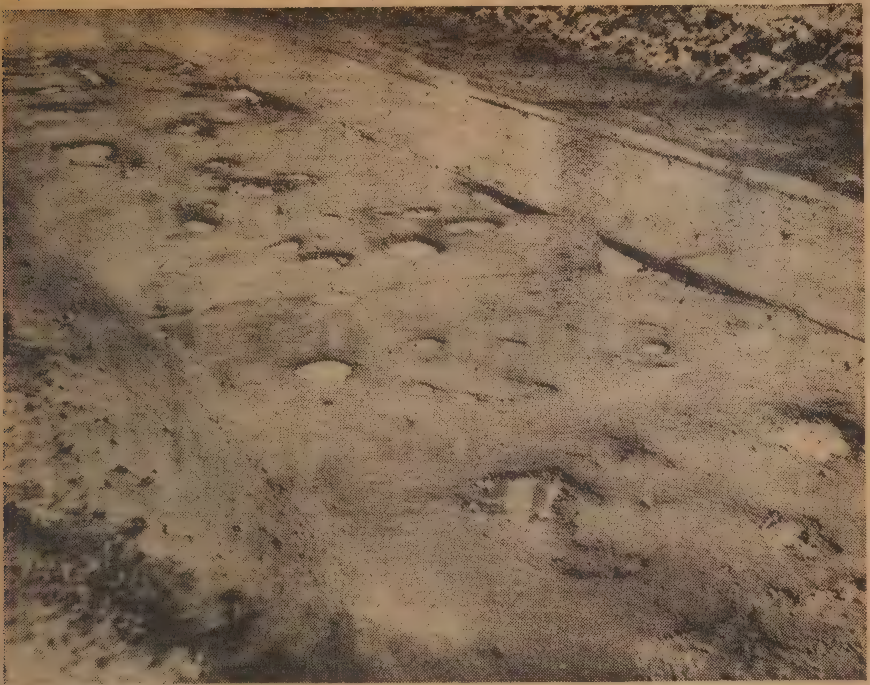
For nearly 30 years, the Edmund Fowle house has been the property of the Watertown Historical Society. It is well preserved despite its 172 years. The original oak beams in garret and cellar and the pine floorboards are in many instances 14 and 16 inches in width. Hand-carved woodwork features the house and the "Sweetheart Staircase" is a delicate Colonial gem. The lavender glass doorbell is the only one in Watertown so far as the writer knows, and this statement may hold true for surrounding old towns. The bell is connected with a spring coil so vibrant that at times some 50 or more rather dulcet tinklings are heard as a result of one bell pull.

Assuredly, the Edmund Fowle house has at least the distinction of being one of the historic houses in which George Washington in his travels did NOT sleep!

Someone may say that, after all, this is the chief distinction of the old house! Let such a one, in the quiet of the night while lying in a bed resting upon what is no longer a "rough Floor," open wide his ears and he shall hear, as I ofttimes do, the scratching of Sam Adams's quill pen as he takes down the minutes, the pounding of James Warren's gavel as he strives to restore order, and, over and above all, the earnest voices of patriot, soldier and statesman, all declaring that they will fight and die for Liberty in this, their own New England!

PERCY JEWETT BURRELL

Rocky Road to Worcester



By a Staff Photographer

A Stretch of Winter-Torn Pike in Brookline

Turnpike emerges from hard weather as example of what the Department of Public Works must do to lift motorists out of wartime era of tire-straining, spring-breaking ruts. This highway, for one, will receive a major repaving job early next summer.

This is the way Belmont Street Looks too.

WILL BE MILD AGAIN TODAY

Temperatures Predicted to Be Above Normal

It should be a pleasant week-end, the weather man said last night, with temperatures perhaps a bit above normal, but with no serious flood threat from melting snows throughout all of New England.

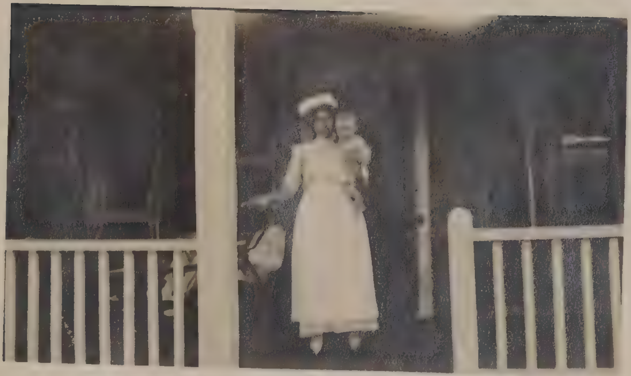
There was some thawing yesterday, but nothing to be alarmed about, with temperatures reaching to a high of 46 degrees in Boston and virtually all of this section of the country except in northern and eastern Maine, where it just got over the freezing mark.

Most of the heavy rain which fell in the eastern part of Maine yesterday was absorbed by the heavy snow, much as a sponge would absorb it, it was stated. There was very little runoff, as the temperature dipped sufficiently by night to check it.

Saturday, February 24th 1945 X

Slept very late, not waking up until 7.15 - when Mary closing her window awakened me. Jane brought up my breakfast at 8.30 - Orange juice - oatmeal - Filet of sole and good - Toast - Iced Coffee - Up at 10.15 - Doing this and that. Frances returned from her Fuelling Square shopping at 11.15 - So with her - in the car - stopped first at J. Erhard Johnson's, upholsterer, at Mt. Auburn Bridge - to leave one of our dining chairs to be repaired. Also asked them to come up and get the front porch gloucester hammock - to recover it with new cretonne. On to Harvard Square. Parked the car by Mrs. Auguet's apartment house. Frances into the Brattle Square Florists - Bought a Bunch of Asparagus! The First of the Season! also some crisp watercress. I to Woolworth's for another loose leaf Binder. Then to Kemp's for a Box of assorted nuts. Frances to Simpson's to leave her watch for repair. I bought the Sunday P.M. at the Kiosk. To Sage's for a dozen Bulkie Rolls, a loaf of Rye Bread, and assorted Candies. On to the Big Bear - for Mushrooms, Limburger, Liederkranz, and Medium sharp cheese - some large Dill Pickles,

also a dozen Tangerines — also a nice Azalia plant
for the little Living Room. A stop at Griffin's for David.
Then home. Girls going out today instead of
Thursday + Frances prepared the luncheon —
and so good. Mushrooms with a special sauce
on half a toasted roll — Stirred Egg with Bacon —
Liederkranz + crackers. Milk — Sliced Bananas —
Upstairs to rest for an hour + Frances went
out in the car and made a call on Mother.
I did up some papers + magazines to send to
the Boys — also lugged an armful of magazines
up to the Benton Branch Library. + Cleaned out the
den closet a little more. Put files under
the West Eaves and more Xmas paper, decorations
etc under the East Eaves. Put games + party
favors in the Old Chest in the Big Living Room
and retrieved from it a lot of Books and
magazines that Jane had put in there.
Played records: the first time the Magnavox
has been used since Nicholas played it before
he left to join the Army on Jan. 8th.
Frances prepared the supper and good.
Cold Boiled Lobster Mayonnaise. Watercress.
Escalloped Corn with Cheese. Milk. Half a
roll toasted — Strawberries. Liederkranz —
cheese + crackers. Upstairs at 8. Mary
out tonight with her Cambridge friends. In at 3.45 A.M



58, Hillcrest Rd.
Belmont, 78,
Mass.

Feb. 25, 1945

Dear John

My dear old friend Polly Sargeant sent this snap shot to me, knowing that your

mother would be interested.

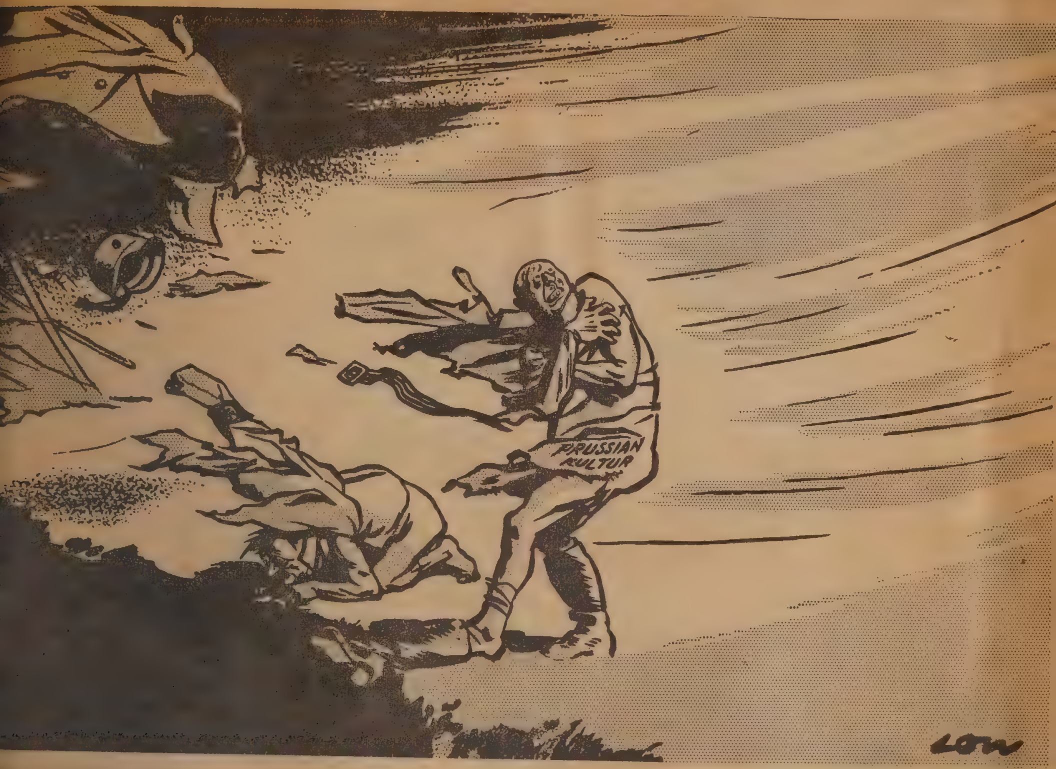
I am forwarding it to her c/o you – because you are the babe in the arms of nurse Ethel. The stripling at ease, in the chair in the background is your Dad.

With love
Aunt Louise.

Feb. 25 '45

THE NEW YORK TIMES, SUNDAY, FEBRUARY 25, 1945.

LAST PHASE



Low © All Countries

Final Chapter?

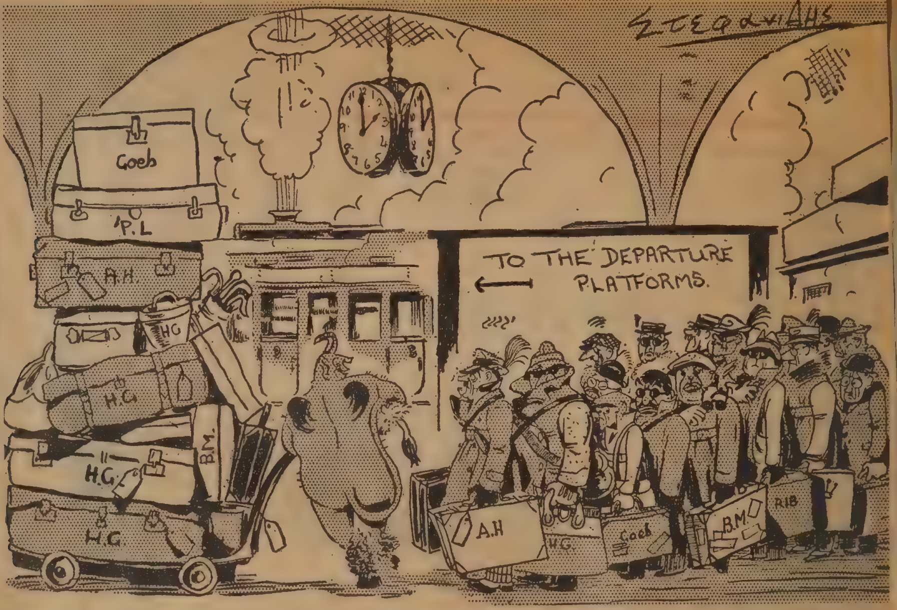
We Strike from the West

On the Western Front last week the "final chapter" drive of the war against Germany appeared to have opened. General Eisenhower's armies drove into the enemy lines on a forty-mile front along the Cologne Plain guarding the Rhine. In the first day they gained more than four miles through strong enemy defenses. Yesterday General Eisenhower said: "The attacks we are seeing now should mark the beginning of the destruction of German forces west of the Rhine."

As the attack opened, a German spokesman predicted that it would be linked with a new Soviet offensive from the east "to extinguish Germany once and for all and thus close the war." Just before the action got under way Field Marshal Sir Bernard L. Montgomery told his troops: "We have come now to the last and final round; we want and will go for the knockout blow."

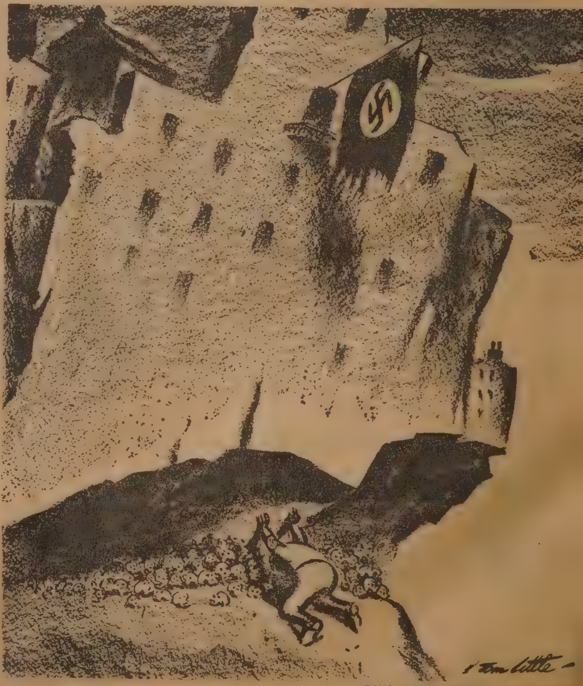
Seemingly the time was at hand for the execution of the coordinated, decisive plan approved by the Big Three at Yalta. As the western action began, the Soviet armies on the eastern ramparts of the embattled Reich were massing men and supplies for the drive on Berlin and across Germany for a junction with their Anglo-American Allies.

"NOW, GENTLEMEN, WHERE TO, PLEASE?"


Στεφανίδης
Goeb
P.L
A.H.
HG
H.G
B.M.
H.G.
H.G.
TO THE DEPARTURE
← PLATFORMS.
A.H
H.G
Goeb
B.M.
RIB

Hellas, London

GERMANIA



Little in The Nashville Tennessean

BRIGHT AND WARM TODAY

Temperature Expected to Reach 48 Degrees

Today will be bright and sunny, with the highest temperature running about 48 degrees, five degrees above the high of yesterday, and the thawing of snow should continue in southern New England, the Weather Bureau said last night. There will be considerable cloudiness Monday, with temperatures running a little lower.

The thaw in northern New England was checked yesterday by lower temperatures. The Weather Bureau pointed out that this was fortunate, and served to avoid floods. Alternate thawing and freezing, the Weather Bureau said, which has occurred in northern New England the past week, is the kind of weather that will reduce the heavy snow deposits without bringing on floods.

Sunday, February 25th 1945

Another good nights sleep - in fact it was 7.30 when I woke up. No Nicotine no sleeplessness - A robin was singing across the road this morning - at 8.30 Jane brought up my breakfast - orange juice - oatmeal - scrambled eggs and ham - Toasted roll - Iced coffee - Read the Sunday papers + Up at 11 after doing this and that. Over to call on Mother at 11 Oak Avenue. Found her in excellent spirits - It is a fine sunshiny day. Back to the house at 1. Waited around for dinner which was served at 2. Elsie Kahn called Frances from New York + We had a good roast Beef. followed a Cream of corn Soup with Green Peppers & Garlic - Roast Potato - Gravy - Fresh Asparagus Creamed Leeks. Hubbard Squash. Strawberries & Peaches Fruit cup - Upstairs at 3 + At 7.30 upstairs had a snack supper - hot roast Beef Sandwich - Grapefruit - milk -

BEGINNING THE DAY

Victor Hugo

He who every morning plans the transactions of the day and follows out that plan, carries a thread that will guide him through the labyrinth of the most busy life. The orderly arrangement of his time is like a ray of light which darts itself through all his occupations. But where no plan is laid, where the disposal of time is surrendered merely to the chance of incidents, chaos will soon reign.

Monday, February 26th 1945

This was a busy day — for breakfast Orange juice — Oatmeal — Fried eggs & Bacon — Toast — Iced coffee — had John take 3 suits and tuxedo pants up to Isenstein's to be pressed — To the Square with Frances — Monday morning suitcase — large piles of magazines taken in for Red Cross. Ran into Herb Rogers again and gave him another lift. A suit and top coat to Lewando's at the Square for cleansing. Subway — Office — Work. Fred Church in for a conference on Port Bill + Out to lunch at 12.20 with Everett Lane — to the Union Oyster House. Clam Chowder — Clam Chowder. Fried Sea Scallops. Tartar Sauce — Green Peas — Hot Coffee — Orange. To Collins shop on Haverhill St — left four certificates to be framed — viz. David's Marriage Certificate — his Carlsbad Diploma — Peter's Marine entrance certificate and his Jacksonville diploma + to Iver Johnson's for a Box of flash Bulbs and a 130 film — to Filene's for

The BEACON
SOCIETY OF
BOSTON.

THE NEXT MEETING

of the Beacon Society will be held at the
Algonquin Club, Monday evening
February 26, 1945

Reception at 6:15 o'clock

THE
396TH
MEETING
FEBRUARY
26TH, 1945

The Guest and Speaker will be

FULTON OURSLER

Mr. Fulton Oursler, a Senior Editor of the Reader's Digest, the magazine with the largest circulation in publishing history, has as his subject

AMERICA LOOKS TO THE FUTURE

Mr. Oursler has the reputation of being a very fluent and witty speaker and his outlook for the future is an optimistic one.

Will you please reply promptly and notify the Secretary not later than 4:00 P.M. on Monday if there is any change in your plans. Otherwise we are charged for reservations whether for members or guests.

Everett S. Litchfield, Secretary
Laf. 5700

February 15, 1945

THE THREE HUNDRED AND NINETY-SIXTH

MONTHLY MEETING

OF

THE BEACON SOCIETY OF BOSTON

AT THE ALGONQUIN CLUB

MONDAY EVENING, FEBRUARY TWENTY-SIXTH

NINETEEN HUNDRED FORTY-FIVE

The Guest and Speaker

will be

Fulton Oursler

Senior Editor Reader's Digest

MENU

Manhattans Martinis Sherry	CANAPES
Bourbon - Rye	CELERY OLIVES ASSORTED NUTS
	SEA FOOD COCKTAIL
	CREAM OF FRESH MUSHROOMS
Cooks Imperial Champagne	GRILLED BONED SQUAB CHICKEN SMALL BROWNED POTATOES NEW STRING BEANS
	HEARTS OF LETTUCE, BLUE CHEESE DRESSING
Creme de Cacao	SULTANA ROLL
Puck's English Perfectos Assorted Cigarettes	DEMI-TASSE

Boston University Law School Association

There will be a meeting of the Executive Committee, at the Law School 11 Ashburton Place, Boston, Mass.

On Monday, February 26th at 4 P. M.

Important business will be transacted, especially

ANNUAL DINNER

Passed this up.

EDWARD M. DANGEL
Sec. - Treas.

UNITED STATES ARMY

Monday night

FEB. 26-1945

Dear folks —

And K.P. today but out of company about 5 miles out for jungle fighting practice - they won't be back until 10:30 - consequently I finished my work early tonite - couldn't get to movie - decided to write letters and to bed - huddled around radio with a bunch of fellows [illegible] [illegible] Lux Radio Theatre [illegible] [illegible]

So many things have happened in my training that I [illegible] can't keep track of them - I got shot The [illegible] - then [illegible] [illegible] [illegible] 15 mile hikes - had a [illegible] [illegible] [illegible] Tim [illegible]) - [illegible] how to plant and defuse booby traps. - shoot rifle grenades - man [illegible] machine guns in battle - to plant mines by moonlight - etc. All the work is very interesting - sometimes great fun.

Tuesday morning

My uncle is due to finish May 5 - should be home for 7 to 10 days in about middle of May -

We have our version examination on Friday - all which means very little for everyone is accepted.

I must go to class now.

Love,

Nick

A PSALM OF LIFE

Henry W. Longfellow

Tell me not in mournful numbers,
"Life is but an empty dream!"
For the soul is dead that slumbers,
And things are not what they seem.

Life is real! Life is earnest!
And the grave is not its goal;
"Dust thou art, to dust returnest,"
Was not spoken of the soul.

Not enjoyment and not sorrow,
Is our destined end or way;
But to act, that each tomorrow
Find us farther than today.

Art is long, and time is fleeting,
And our hearts, though stout and brave,
Still, like muffled drums are beating
Funeral marches to the grave.

In the world's broad field of battle,
In the bivouac of life,
Be not like dumb, driven cattle!
Be a hero in the strife!

Trust no future, howe'er pleasant!
Let the dead past bury its dead!
Act, act in the living present!
Heart within and God o'erhead!

Lives of great men all remind us
We can make our lives sublime,
And, departing, leave behind us
Footprints on the sands of time.

Footprints, that perhaps another,
Sailing o'er life's solemn main,
A forlorn and shipwrecked brother,
Seeing, shall take heart again.

Let us, then, be up and doing,
With a heart for any fate;
Still achieving, still pursuing,
Learn to labor and to wait.

a pair of gray flannel pants to match my double breasted coat. then had a shine - to Woolworth's for Fags but no luck. to Breck's for 2 giant Amaryllis Bulbs and a Yellow calla lily bulb and a bag of Micro grow fibre soil. to Lauriat's looking for a copy of "McSorley's Wonderful Saloon" for Jim. O'Hare but they had it not. Back to the office - Did the work on drafting my State Income tax return - worked until 5.45 - then with Leo Leary - now raining - hunting for a Taxi - finally got one at the South Station + so to the Algonquin Club - attended the dinner of the Beacon Society - A good dinner - but being on the wagon - a quiet evening for me. Fulton Oursler spoke to us again + over in good season - Taxi in the Rain - Leo Leary, Russell Cameron, and Josiah rode out with me - to bed at 10.10 +

Tuesday, February 27th 1945

Up at the regular time - Orange juice - oatmeal - Scrambled eggs & tomato - Bacon - Toast. Iced Coffee - With Frances to Epenstein's to leave my new gray trousers to have cuffs put on - then to the Square - Carried in a large carton box of clean clothes to ship to David to await his arrival at Arlington, New Jersey + Subway - office - work - to Spalding Moss to leave Jim's "Battle Star" photo to have photostats made for Mary - also 2 "Knockers Club" photostats one of ex Gov. Curtis Guild Jr., the other of former Atty Gen. Hosea M. Knowlton - Office - work to 12.30 then to Knockers Club Had Broiled Tripe - ~~Tartar Sauce~~ Mustard Sauce. Fried Egg Plant - Roll. Cottage Cheese Milk - Orange - to the Old Corner Book store - saw Lunberg - but no "McSorley" - to Harris but print not ready. to Woolworth's for white candles - to Breck's for bag of special soil - Office - Real Estate - Everett Lane not in today - his wife having X-Rays - work - at 3.30 to Spalding Moss to get the photostats - worked until 5.10 - Siesta to 6.35 Subway to Symphony - to the Casa Manana - attended dinner of our Boston District office - the show old-time melodrama "Nellie, the Farmer's Daughter" Corny but good. Over at 10 - With Moody to Allston to leave Ned. Mansfield, then home. To bed at 11.

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TUESDAY, FEBRUARY 27, 1945

49 State Leaders Line Up for Port

Calling the Boston Port Authority bill "a No. 1 job-making industry-preserving investment," Ralph E. Flanders, president of the Federal Reserve Bank, yesterday announced a state-wide committee of 49 people in 30 cities organized to promote passage of the bill.

The committee has had a survey made, Flanders said, which shows that at least one-third of the industrial workers of the state are employed in industries dependent on low-cost water-borne transportation.

Savings to industries and consumers on fuel oil and coal shipments alone amount to at least $15,000,000 a year, he said the survey shows. "These savings on transportation costs vitally affect the ability of the basic industries of Massachusetts to survive and provide employment payrolls and markets. Many millions are saved by cheap water transportation in carrying hides, wool, cotton, paper, pulp, food supplies and a long list of other products."

The port bill calls for a $15,000,000 bond issue to finance the rebuilding of old docks in Boston Harbor under a new Port Authority, empowered to plan and develop a long-term program of harbor improvement.

Flanders Describes "Bottleneck"

Flanders described present port facilities as "inadequate and antiquated, a bottleneck to the free flow of commerce which is the lifeblood of our economic activity." At the war's end only nine ship berths will be available for commercial ships of modern size, and some of these are obsolete, he said. Before the war, the port had 35 ship berths capable of docking ships of pre-war size. Only 29 are fit for the larger ships now in use, and 20 of these are under control of the Federal Government for an indefinite period, he said.

"This bottleneck must be broken by constructing the urgently needed new piers provided in the bills now before the House and Senate. Unless the Legislature approves the proposal, industries throughout the state may suffer serious consequences. We cannot afford to delay providing the emergency facilities to the Port of Boston, the gateway of this entire region."

The Port bill is also a good investment and should develop the port to become self-supporting, he said. "It brings the entire development and operation of the port under unified business management with full authority to bring new business to the port and to undertake its continuous operation."

Flanders is chairman of the Massachusetts Committee for Port Development. Vice chairmen are Joseph B. Ely, former Governor; Judge Louis B. Cox, William K. Jackson, president of the Boston Chamber of Commerce, and Jay R. Benton, chairman of the Greater Boston Development Committee.

Daniel J. Donovan, vice president of the International Longshoremen's Association, is one of 16 members representing organizations, business, professional men and labor. Twenty-nine other members are community chairmen in cities from Gloucester to Pittsfield.

The association members are:

Roy F. Williams, executive vice president, Associated Industries of Massachusetts.

Harry A. Tilton, president, Boston Wool Trade Association.

Daniel J. Donovan, vice president, International Longshoremen's Association.

Henry J. Nichols, president, Massachusetts Bankers Association.

John F. Tinsley, chairman, Massachusetts Committee for Economic Development.

Joseph H. Decatur, president, Massachusetts Farm Bureau Federation.

William J. Doyle, president, Massachusetts State Federation of Labor.

Mrs. Edwin Troland, president, Massachusetts State Federation of Women's Clubs.

Harvey G. Turner, master, Massachusetts State Grange.

Joseph A. Salerno, president, Massachusetts State Industrial Union Council, C. I. O.

Roland M. Baker Jr., secretary, New England Cotton Buyers Association.

Richard L. Bowditch, vice chairman, Massachusetts Section, New England Council.

A. A. Ralphael, traffic manager and secretary, New England Paper & Pulp Traffic Association.

Maxwell Field, secretary, New England Shoe and Leather Association.

Charles J. Bateman, president, Savings Banks Association of Massachusetts.

Allan J. Wilson, proprietor, A. Towle Company Express.

The community chairmen are:

Arthur H. Starrett, Athol.
Leslie Morgan, Beverly.
Harold C. Keith, Brockton.
James E. Marshall, Chicopee.
G. C. Coulter, Clinton.
John S. Brayton, Fall River.
Frank W. Lyman, Fitchburg.
Eldon C. Shoup, Framingham.
Richard N. Greenwood, Gardner.
T. J. Carroll, Gloucester.
Nathan Tufts, Greenfield.
Louis H. Hamel, Haverhill.
Arthur E. Sheldon, Holyoke.
Irving E. Rogers, Lawrence.
Frank L. Lawlor, Lowell.
Charles F. Sprague, Lynn.
James P. Hale, Newburyport.
G. Churchill Francis, North Adams.
Mrs. H. W. de Rose, Northampton.
Harold N. Goodspeed, Peabody.
Monroe B. England, Pittsfield.
William P. Libby, Plymouth.
R. C. Dick, Salem.
Roe S. Clark, Springfield.
Col Arthur Ashworth, Taunton.
M. J. Hawkins, Walpole.
E. Kent Swift, Whitinsville.
Elmer B. Jones, Worcester.

THE BOSTON HERALD

TUESDAY, FEBRUARY 27, 1945

Out-Porting Our Port

The statement of Ralph E. Flanders, president of the Federal Reserve Bank of Boston and chairman of the Massachusetts Committee for Port Development, regarding port conditions and the expansion of his group, has come at the same time as items regarding Boston's competitors, Down East, Down South and on the Pacific coast. Portland, Maine, for example, is planning a development which will cost about $11,000,000, although the value of her seaborne traffic is only a sixth of ours. Charleston is preparing to spend a South Carolina appropriation of $16,000,000. All along the Atlantic, Gulf and Pacific coasts, states and cities which will be rivals of Massachusetts and Boston are going ahead hopefully and generously. One of the sharpest of races for postwar maritime business is already under way.

The Massachusetts program calls for an initial outlay of $15,000,000, and that should be considered a bare minimum. We have been dormant so long that our facilities have dwindled and decayed. The immediate task is not to originate traffic and develop a productive hinterland, but to modernize our facilities so that they will be able to hold their own in the period immediately after the war.

As Mr. Flanders points out in his statement, "at the war's end, there will be only 9 berths available for commercial use," as the federal government will control the other 20 "for an indefinite period." Moreover, some of these 9 are obsolete and cannot handle modern ships, which are about a third larger than the prewar bottoms.

Unless the Legislature acts promptly after the hearings which are to begin next month, the state and city will feel the cumulative effects of the neglect which has been characteristic for several decades. The energetic group which is urging the development of Boston as an air terminal thinks that there will be an irreparable loss if action is not taken immediately; and there is a similar danger for Boston as a maritime port if the discussion which is now at a height remains in the discussion stage while our neighbors are acting.

The new Massachusetts Committee for Port Development, with Mr. Flanders as chairman, ex-Governor Joseph B. Ely of Westfield, ex-Judge Louis S. Cox of Lawrence, ex-Attorney General Jay R. Benton of Belmont and William K. Jackson of Newton, as vice chairmen, and 45 association representatives is notable for the standing of the members and the variety of interests for which they will be spokesmen. For the first time, the Port of Boston is to be regarded as a vital concern of not only Boston but the Commonwealth. Heretofore it has been a sort of step-child of Massachusetts. Now, thanks largely to Mr. Flanders, it will be distinctly non-parochial, and the various industries on which the prosperity of Massachusetts depends will make it a favorite child.

This is the most encouraging innovation since the port began to lose its traditional prestige. Private individuals and companies are ready to do their part. It is up to the legislators to make sure that the brains, energy and imagination which are at the disposal of the people do not go to waste because of a parsimonious, short-sighted policy on Beacon Hill.

Port Backing

State Committee Is Announced

Appointment of a state-wide committee to promote the passage of the Port Authority Bill that is pending before the state Legislature was announced yesterday by Ralph E. Flanders, president of the Federal Reserve Bank of Boston and chairman of the Massachusetts Committee for Port Development.

Virtually every important association, including labor, is included on the general committee. The vice-chairmen are Jay R. Benton, former attorney-general and chairman of the Greater Boston Development Committee; Judge Louis B. Cox of Lawrence, former Gov. Ely and William K. Jackson, president of the Boston Chamber of Commerce.

CITES COMPETITION

In addition, community representatives of 29 cities and towns outside the immediate Boston area are included.

In announcing the formation of the committee, Flanders said:

"Unless the Legislature approves this proposal, industries throughout the state may suffer serious consequences in the post-war period of vigorous sectional competition. In the keenly competitive period that lies ahead, Massachusetts must zealously preserve the facilities on which it has depended in the past to be the workshop of the nation. To do otherwise is to gamble with fate. We cannot afford to delay providing for the emergency facilities of the Port of Boston, the gateway to this entire region.

"The bill for the creation of the Port of Boston Authority will also place the entire future development and operation of the Port of Boston under unified business management with full authority to bring new business to the port and to undertake its continuous operation.

"Fortunately, this vital need of the port is also a good investment. Not only are many millions of dollars a year saved on transportation costs to Massachusetts industries and consumers, but the operation of the port itself under capable management should in the course of time be on a self-supporting basis.

"NO 1 INVESTMENT"

"Here, then, is a post-war prospect that not only in its construction provides jobs but in its continued and efficient operation woud furnish facilities that would be a material aid in enabling our industries to provide a high level of employment.

"The proposed Port Authority bill is therefore a No. 1 job-making, wealth-building, industry-preserving investment. It is an investment that must be made, and made at once, in order to meet the competition of business and industry in other areas, many of which are serviced through modern ports under modern port managements.

"If the serious urgency of this need is realized and the positive value of the proposed investment understood, citizens in all walks of life in communities throughout Massachusetts, whose livehilhood is bound up with business and industrial activity of this area, will join the Massachusetts Committee for Port Development in requesting the legislators to give their approval to the pending Port Authority bill as a measure of emergency legislation."

On the general committee are:

Roy F. Williams, Associated Industries.
Harry A. Tilton, Boston Wool Trade Association.
Daniel J. Donovan, International Longshoremen's Association.
Henry J. Nichols, Massachusetts Bankers Association.
John F. Tinsley, Massachusetts Committee for Economic Development.
Joseph H. Decatur, Farm Bureau Federation.
William J. Doyle, State Federation of Labor.
Mrs. Edwin Troland, State Federation of Women's Clubs.
Harvey G. Turner, State Grange.
Joseph A. Salerno, State Industrial Union Council, CIO.
Roland M. Baker, Jr., N. E. Cotton Buyers Association.
Richard L. Bowditch, Massachusetts Section, N. E. Council.
A. A. Ralphael, N. E. Paper & Pulp Traffic Association.
Maxwell Field, N. E. Shoe & Leather Association.
Charles J. Bateman, Savings Banks Association of Massachusetts.
Allan J. Wilson, A. Towle Company Express.

Community chairmen:

ATHOL—Arthur H. Starrett, the L. S. Starrett Company.
BEVERLY—Leslie Morgan, Morgan Real Estate.
BROCKTON—Harold C. Keith, Geo. E. Keith Company.
CHICOPEE—James E. Marshall, Chicopee Savings Bank.
CLINTON—G. C. Coulter, Clinton Item.
FALL RIVER—John S. Brayton, B. M. C. Durfee Trust Company.
FITCHBURG—Frank W. Lyman, Fitchburg Yarn Company.
FRAMINGHAM—Eldon C. Shoup, Regional Director, OPA.
GARDNER—Richard N. Greenwood, Heywood-Wakefield Company.
GLOUCESTER—T. J. Carroll, Gorton-Pew Fisheries Company, Ltd.
GREENFIELD—Nathan Tufts, New England Box Company.
HAVERHILL—Louis H. Hamel, Sheldon's Transfer.
LAWRENCE—Irving E. Rogers, Lawrence Eagle and Lawrence Tribune.
LOWELL—Frank L. Lawlor, Lowell Sun.
LYNN—Charles F. Sprague, Hoague-Sprague Box Company.
NEW BEDFORD—Arthur W. Forbes, New Bedford Wharf Commission.
NEWBURYPORT—James P. Hale, A. & G. J. Caldwell Company.
NORTH ADAMS—G. Churchill Francis, North Adams Savings Bank.
NORTHAMPTON—Mrs. H. W. de Rose, Hampshire Gazette.
PEABODY—Harold N. Goodspeed, A. C. Lawrence Leather Company.
PITTSFIELD—Monroe B. England, Station WBBK.
PLYMOUTH—William P. Libby, Plymouth Cordage Company.
SALEM—R. C. Dick, Naumkeag Steam Cotton Company.
SPRINGFIELD—Roe S. Clark, Package Machinery Company.
TAUNTON—Col. Arthur Ashworth, Reed & Barton Corporation.
WALPOLE—M. J. Hawkins, Bird & Son, Inc.
WHITINSVILLE—E. Kent Swift, Whitin Machine Works.
WORCESTER—Elmer B. Jones, Norton Company.

BOSTON POST

STATEPORT COMMITTEE ANNOUNCED

Prominent Group Will Seek Passage of Harbor Bill

Ralph E. Flanders, president of the Federal Reserve Bank of Boston and chairman of the Massachusetts committee for port development, announced yesterday the full roster of the State-wide committee created to promote the passage of the Port Authority bill pending before the Legislature.

IMPORTANT TO STATE

Membership on the committee includes many prominent persons from all sections of the Commonwealth and from various lines of activity. Among them are heads of important State organizations and associations, including industry, trade, labor, women's clubs, and other groups, together with local chairmen from each of 29 cities outside of Boston.

In announcing the formation of the committee, Mr. Flanders said:

"The enthusiastic response of persons who have been asked to serve on this committee is most gratifying and is a happy indication of the State-wide interest that prevails in the urgent need of facilities for the Boston port. It also demonstrates the recognition that the port is not the problem of Boston alone, but of the entire Commonwealth.

"Through the local chairmen, as well as through State organizations and associations, a campaign is now on to carry the story about the port needs to all areas of the State. We believe that when the facts about the port and its importance to the people of Massachusetts are widely disseminated that there will be a united front for the passage of the port bill before the Legislature.

Cites Large Savings

"A survey has been made, at the request of the Massachusetts committee for port development, to show the far-reaching benefits of the port of Boston. The results of this survey, which will be made public within a few days, show conclusively that the port is a vital factor to the health and growth of the Commonwealth. The data shows that all of our basic industries benefit from the port facilities and that at least one-third of Massachusetts industrial workers are employed in industries that are dependent for their existence upon low-cost water-borne transportation, primarily through the major port of Boston.

The savings to Massachusetts industries and consumers on the shipment of fuel oil and coal alone through use of Boston port facilities aggregate at least $15,000,000 a year. Cheap water transportation also provides many millions of dollars savings in the transportation of cotton, wool, hides, lumber, paper and pulp, food supplies, and a long list of other products.

"These savings on transportation costs vitally affect the ability of the basic industries of Massachusetts to survive and provide employment, payrolls and market.

Must Break Bottleneck

"But the inadequate and antiquated port facilities are a bottleneck to the free flow of commerce, which is the life blood of our economic activity. There are now only 29 berths at the port of Boston which are capable of handling modern ships, as compared with 35 berths in the prewar period which were adequate for accommodating the ships of that era. Of the present number, however, 20 berths are under the control of the federal government for an indefinite period.

"Consequently, at the war's end there will be only nine berths available for commercial use, and some of these are obsolete and need to be replaced by facilities that can handle modern ships which are about one-third larger than the prewar models.

"This bottleneck must be broken by constructing the urgently needed new piers as provided by Senate Bill 216 and its companionate House Bill 684, now before the Legislature. These bills provide for an appropriation by the State of $15,000,000. The financing of new port facilities by public funds is in line with the action taken by most of the progressive ports of the country.

Should Become Self-Supporting

"Unless the Legislature approves the proposal, industries throughout the State may suffer serious consequences in the postwar period of vigorous sectional competition. In the keenly competitive period that lies ahead, Massachusetts must zealously preserve the facilities upon which it has depended in the past to be the workshop of the nation. To do otherwise is to gamble with fate. We cannot afford to delay providing for the emergency facilities of the port of Boston, the gateway to this entire region.

"The bill for the creation of the Port of Boston Authority will also place the entire future development and operation of the Port of Boston under unified business management with full authority to bring new business to the port and to undertake its continuous operation.

"Fortunately, this vital need of the port is also a good investment. Not only are many millions of dollars a year saved on transportation costs to Massachusetts industries and consumers, but the operation of the port itself under capable management should in the course of time be on a self-supporting basis.

Must Meet Competition

"Here then is a postwar prospect that not only in its construction provides jobs but in its continued and efficient operation would furnish facilities that would be a material aid in enabling our industries to provide a high level of employment.

"The proposed Port Authority bill is therefore a No. 1 job-making, wealth-building, industry-preserving investment. It is an investment that must be made, and made at once, in order to meet the competition of business and industry in other areas, many of which are serviced through modern ports under modern port managements.

"If the serious urgency of this need is realized and the positive value of the proposed investment understood, citizens in all walks of life in communities throughout Massachusetts, whose livelihood is bound up with business and industrial activity of this area, will join the Massachusetts committee for port development in requesting the legislators to give their approval to the pending Port Authority bill as a measure of emergency legislation."

Make-Up of Committee

The State-wide committee follows:

Chairman, Ralph E. Flanders; vice chairmen, Jay R. Benton, Belmont; Judge Louis B. Cox, Lawrence; Joseph B. Ely, Westfield; William K. Jackson, Newton.

Association representation: Roy F. Williams, executive vice president, Associated Industries of Massachusetts; Harry A. Tilton, president, Boston Wool Trade Association; Daniel J. Donovan, vice president, International Longshoremen's Association; Henry J. Nichols, president, Massachusetts Bankers' Association; John F. Tinsley, chairman, Massachusetts Committee for Economic Development; Joseph H. Decatur, president, Massachusetts State Farm Bureau Federation; William J. Doyle, president, Massachusetts State Federation of Labor.

Mrs. Edwin Troland, president, Massachusetts State Federation of Women's Clubs; Harvey G. Turner, master, Massachusetts State Grange; Joseph A. Salerno, president, Massachusetts State Industrial Union Council, CIO; Roland M. Baker, Jr., secretary, New England Cotton Buyers' Association; Richard L. Bowditch, vice chairman, Massachusetts section, New England Council; A. A. Raphael, traffic manager and secretary, New England Paper & Pulp Traffic Association.

Maxwell Field, secretary, New England Shoe & Leather Association; Charles J. Bateman, president, Savings Banks Association of Massachusetts; Allan J. Wilson, proprietor, A. Towle Co. Express.

Community chairmen—Athol: Arthur Starrett, vice-president the L. S. Starrett Co.; Beverly: Leslie Morgan, Morgan Real Estate; Brockton: Harold C. Keith, president Geo. E. Keith Co.; Chicopee: James E. Marshall, assistant treasurer Chicopee Savings Bank; Clinton: G. C. Coulter, manager Clinton Item; Fall River: John S. Brayton, president B. M. C. Durfee Trust Co.

Fitchburg: Frank W. Lyman, president and treasurer Fitchburg Yarn Co.; Framingham, Eldon C. Shoup, regional director OPA; Gardner: Richard N. Greenwood, president Heywood-Wakefield Co.; Gloucester: T. J. Carroll, president Gorton-Pew Fisheries Co., Ltd.; Greenfield: Nathan Tufts, vice-president and general manager New England Box Co.; Haverhill: Louis H. Hamel, treasurer L. H. Hamel Leather Co.; Holyoke: Arthur E. Sheldon, owner and manager Sheldon's Transfer.

Lawrence: Irving E. Rogers, publisher, Lawrence Eagle and Lawrence Tribune; Lowell: Frank L. Lawlor, general manager, Lowell Sun; Lynn: Charles F. Sprague, vice president, Hoague-Sprague Box Co.; New Bedford: Arthur W. Forbes, chairman, New Bedford Wharf Commission; Newburyport: James P. Hale, president, A. & G. J. Caldwell Co.; North Adams: G. Churchill Francis, treasurer, North Adams Savings Bank;

Northampton: Mrs. H. W. de Rose, managing editor, Hampshire Gazette; Peabody: Harold N. Goodspeed, president, A. C. Lawrence Leather Co.; Pittsfield: Monroe B. England, owner of Station WBBK; Plymouth: William P. Libby, vice president, Plymouth Cordage Co., North Plymouth; Salem: R. C. Dick, treasurer, Naumkeag Steam Cotton Co.; Springfield: Roe S. Clark, vice president and treasurer, Package Machinery Co.

Taunton: Col. Arthur Ashworth, president; Reed & Barton Corp.; Walpole: M. J. Hawkins, traffic manager, Bird & Son, Inc.; Whitinsville: E. Kent Swift, president and treasurer, Whitin Machine Works; Worcester: Elmer B. Jones, traffic manager, Norton Co.

Boston Record

All Walks of Life Back Port Boost

Results of a survey to be made public within a few days show the port of Boston is "a vital factor to the health and growth of the Commonwealth," Ralph E. Flanders, chairman of the Mass. Committee for Port Development, announced yesterday in releasing the full roster of the state-wide committee.

This committee, which was created to promote the passage of the Port Authority Bill now pending before the State Legislature, includes heads of groups such as industry, trade, labor, women's clubs and many prominent citizens.

ASKS UNITED FRONT

"We believe," said Flanders, president of the Federal Reserve Bank of Boston, "that when the facts about the port and its importance to the people of Massachusetts are widely disseminated that there will be a united front for the passage of the port bill before the Legislature."

Flanders said the survey shows "that all of our basic industries benefit from the port facilities and that at least one third of Massachusetts industrial workers are employed in industries that are dependent for their existence upon low-cost waterborne transportation, primarily through the major port of Boston.

REPRESENTATIVE BODY

Following is the roster of the committee:

Chairman, Ralph E. Flanders; vice-chairmen, Jay R. Benton, Belmont; Judge Louis B. Cox, Lawrence; Joseph B. Ely, Westfield; William K. Jackson, Newton.

Association Representation: Roy F. Williams, executive vice-president, Associated Industries of Massachusetts; Harry A. Tilton, president, Boston Wool Trade Ass'n; Daniel J. Donovan, vice-president, International Longshoremen's Ass'n; Henry J. Nichols, president, Massachusetts Bankers Ass'n; John F. Tinsley, chairman, Massachusetts Committee for Economic Development; Joseph H. Decatur, president, Massachusetts Farm Bureau Federation; William J. Doyle, president, Massachusetts State Federation of Labor.

Mrs. Edwin Troland, president, Massachusetts State Federation of Women's Clubs; Harvey G. Turner, master, Massachusetts State Grange; Joseph A. Salerno, president, Massachusetts State Industrial Union Council, CIO; Roland M. Baker, Jr., secretary, New England Cotton Buyers Ass'n; Richard L. Bowditch, vice chairman, Massachusetts Section, New England Council; A. A. Ralphael, traffic manager and secretary, New England Paper and Pulp Traffic Ass'n; Maxwell Field, secretary, New England Shoe & Leather Ass'n; Charles J. Bateman, president, Savings Banks Association of Massachusetts; Allan J. Wilson, proprietor, A. Towle Co. Express.

BOSTON NEWS BUREAU

Tuesday, February 27, 1945

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State Group For Port Development

Chairman Flanders Announces Composition Of State-Wide Membership Organized To Promote Passage Of Port Authority Bill Now Before Legislature

Pres. Ralph E. Flanders of the Federal Reserve Bank of Boston, chairman of the Massachusetts Committee for Port Development, announces the roster of the state-wide committee formed to promote passage of the Port Authority Bill pending before the Legislature. It comprises four vice-chairmen, 16 representatives of organizations and associations, including industry, trade labor, women's clubs and other groups, and local chairmen from each of 30 cities outside Boston.

Many Bay State Associations Represented

The four vice-chairmen are Jay R. Benton, Belmont, Judge Louis B. Cox, Lawrence, Joseph B. Ely, Westfield, and William K. Jackson, Newton. The association representatives include: Roy F. Williams, executive vice-president associated Industries of Mass. Harry A. Tilton, president, Boston Wool Trade Association; Daniel J. Donovan, vice-president International. Longshoremen's Association; Henry J. Nichols, president Mass. Bankers Association; John F. Tinsley, chairman Mass. Committee for Economic Development; Joseph H. Decatur, president Mass. Farm Bureau Federation; William J. Doyle, president Mass. State Federation of Labor; Mrs. Edwin Troland, president Mass. State Federation of Women's Clubs; Harvey G. Turner, master Mass. State Grange; Joseph A. Salerno, president Mass. State Industrial Union Council, CIO; Roland M. Baker, Jr., secretary New England Cotton Buyers' Association; Richard L. Bowditch, vice-chairman Mass. Section New England Council; A. A. Ralphael, traffic manager and secretary New England Paper & Pulp Traffic Association; Maxwell Field, Secretary New England Shoe & Leather Association; Charles J. Bateman, president Savings Banks Association of Mass. Allan J. Wilson, proprietor, A. Towle Co., Express.

The 30 Massachusetts communities represented include: Athol, Beverly, Brockton, Chicopee, Clinton, Fall River, Fitchburg, Framingham, Gardner, Gloucester, Greenfield, Haverhill, Holyoke, Lawrence, Lowell, Lynn, New Bedford, Newburyport, North Adams, Northampton, Peabody, Pittsfield, Plymouth, Salem, Springfield, Taunton, Walpole, Whitinsville and Worcester, with local industries, banks and newspapers largely represented.

Problem Termed That Of Entire Commonwealth

Chairman Flanders, declaring that "the Port is not the problem of Boston alone, but of the entire Commonwealth," says a survey made at the committee's request to indicate the state-wide benefits of port development will be made public within a few days. It will show that at least a third of Bay State industrial workers are dependent on low-cost water-borne transportation, primarily through Boston, with savings on fuel oil and coal alone aggregating at least $15,000,000 a year.

He adds that a bottleneck of "inadequate and antiquated Port facilities" must be broken by constructing new piers through the proposed appropriation by the State of $15,000,000, and terms the bill a "No. 1 job-making, wealth-building, industry-preserving investment," which must be made at once to meet the competition in other areas, "serviced through modern ports under modern port managements."

The Port Of Boston Wakes Up

The Bay State in old days looked often to the sea. Now a wartime combination of present emergency and nearby opportunity bids it do so again. Modern postwar days, probably not now distant, will bring the challenge of opportunity.

In colonial times the sea spelled both sustenance and expansion, in the bringing in of needed things for our young civilization while selling abroad the produce of local fields, forests and waters. A classic early example was the triangular trade which meant the sale of fish in Caribbean countries and then the expenditure of the proceeds in England for wares to be brought back to furbish New England towns. Later there was to follow the golden era of the clipper ships, whose sails whitened many a harbor in the Orient. Later on there followed a long spell of decline and decay, after steam superseded sail. Today there is a new wrestling with a modern coma of decay. But beyond that emergency there waits the new modern opportunity.

The recent stagnation of idle or rusting piers, save as they are feverishly used now for dispatch of wartime cargoes, is about to be surveyed, publicized and, to all appearances, effectively remedied. The scene of physical action would be the Boston waterfront and harbor. But the real party of interest and concern is not simply the city; it is the entire state.

That breadth of interest is demonstrated today in the particulars of the new state-wide committee created under the chairmanship of Pres. Flanders of the Federal Reserve Bank of Boston, who incidentally has been rendering valiant personal service in emphasizing the recent retrogression of the port physically and also the bright prospects ahead which it could build upon through some new investment and management.

As itemized elsewhere, bills pending before the Legislature would provide for a State appropriation of $15,000,000 to finance new Port facilities. To promote such enactment, a representative committee covering all sections of the state and many lines of activity, including industry, trade, labor, women, press and other groups, and through further subdivision no fewer than 30 representative communities, many of them including typical lines of industry, would spearhead and focus the state-wide interest in such Port development.

That committee will help make clear to all Bay State citizens how all basic industries here, comprising a full third of the state's industrial workers, are dependent on effective transportation by water. Potential savings on fuel oil and coal alone could be $15 million a year—the size of the appropriation now requested.

Those would be serviceable dollars in more than one sense. They would more than earn their keep. Eventually, as demonstrated in other ports, capable management could in due time prove self-supporting. Further there is an obvious need to meet well in advance a prospective competition from those other ports. Nearby Portland is proposing thus to invest two-thirds as much as is now suggested for Boston. Southern ports have already made large such investments.

Not only would the revamping of the waterfront here mean in itself many new jobs, but the millions so invested should spell a future high level of permanent employment in many Bay State industries benefited by efficient and cheap water transportation. As Chairman Flanders puts it, failure now to preserve facilities which in the past helped make this state "the workshop of the nation" would be indeed to "gamble with fate." The Port of Boston must be kept the "gateway to this entire region."

He correctly beholds in this new Port Authority bill a "No. 1 job-making, wealth-building, industry-preserving investment." We should be indeed "casting our bread upon the waters" both prudently and profitably. And also living up fully in very modern terms to a venerable New England tradition.

SOUTH END BOYS' CLUB
1500

To Each of 1000 South End Boys this is "My Club"

Joe E. Brown Entertains — and Has Fun at the Club

Bigger Boston Port Group All Ready to Start Drive

Organization of a 50-man committee to obtain State-wide backing for plans to develop the Port of Boston was completed today with the announcement of the committee's full roster by Ralph E. Flanders, President of the Federal Reserve Bank, and Chairman of the Massachusetts Committee for Port Development.

Selected from a wide variety of industrial enterprises in all parts of the Commonwealth, the Committee will concentrate on pushing a Port Authority bill through the Legislature, and impressing the people of Massachusetts with the importance of maintaining the Port as a center for future world trade.

Bond Issue

"We believe that when the facts about the Port and its importance to the people of Massachusetts are widely disseminated that there will be a united front for the passage of the Port bill through the legislature," declared Mr. Flanders. Chief strength of the Port bill, filed by the Greater Boston Development Council, lies in the setting up of a Port Authority, with genuine authority to handle problems of development.

Included in the Port bill are provisions for a $15,000,000 bond issue to finance the rebuilding of old docks.

One way in which the Port of Boston functions for the benefit of state industries, Mr. Flanders explained, is in the savings to business and consumers on fuel oil and coal shipments which alone amount annually to the $15,000,000 asked for the bond issue, he said.

Mr. Flanders pointed out that the results of a survey showing the far-reaching benefits of the Port of Boston in the promotion of State industries would be released shortly. The data will show that at least one third of Massachusetts industrial workers are employed in industries dependent for their existence upon low-cost, waterborne transportation.

"But the inadequate and antiquated Port facilities," Mr. Flanders pointed out, "are a bottleneck to the free flow of commerce. There are now only 29 berths at the Port which are capable of handling modern ships, as compared with 35 berths in the prewar period. Of the present number, 20 are controlled by the Federal government for an indefinite period."

Roster Named

"Consequently, at the war's end there will be only nine berths available for commercial use, and some of these are obsolete. Unless the Legislature approves the Port bill, industries throughout the State may suffer serious consequences in the postwar era of vigorous, sectional competition."

The committee's roster was announced by Mr. Flanders as follows:

Chairman: Ralph E. Flanders, President, Federal Reserve Bank of Boston.

Vice Chairmen: Jay R. Benton, Belmont; Judge Louis B. Cox, Lawrence; Joseph B. Ely, Westfield; William K. Jackson, Newton.

Association Representation: Roy F. Williams, Executive Vice President, Associated Industries of Massachusetts; Harry A. Tilton, President, Boston Wool Trade Association; Daniel J. Donovan, Vice President, International Longshoremen's Association; Henry J. Nichols, President, Massachusetts Bankers' Association; John F. Tinsley, Chairman, Massachusetts Committee for Economic Development; Joseph H. Decatur, President, Massachusetts Farm Bureau Federation; William J. Doyle, President, Massachusetts State Federation of Labor; Mrs. Edwin Troland, President, Massachusetts State Federation of Women's Clubs; Harvey G. Turner, Master, Massachusetts State Grange; Joseph A. Salerno, President, Massachusetts State Industrial Union Council, C. I. O.; Roland M. Baker, Jr., Secretary, New England Cotton Buyers' Association; Richard L. Bowditch, Vice Chairman, Massachusetts Section, New England Council; A. A. Ralphael, Traffic Manager and Secretary, New England Paper & Pulp Traffic Association; Maxwell Field, Secretary, New England Shoe & Leather Association; Charles J. Bateman, President, Savings Banks Association of Massachusetts; Allan J. Wilson, Proprietor, A. Towle Company Express.

Community Chairmen. Athol: Arthur H. Starrett, Vice-President, the L. S. Starrett Company, Beverly: Leslie Morgan, Morgan Real Estate, Brockton: Harold C. Keith, President, Geo. E. Keith Company, Chicopee: James E. Marshall, Assistant Treasurer, Chicopee Savings Bank, Clinton: G. C. Coulter, Manager, Clinton Item, Fall River: John S. Brayton, President B. M. C. Durfee Trust Company, Fitchburg: Frank W. Lyman, President and Treasurer, Fitchburg Yarn Company, Framingham: Eldon C. Shoup, Regional Director, OPA, Gardner: Richard N. Greenwood, President, Heywood-Wakefield Company, Gloucester: T. J. Carroll, President, Gorton-Pew Fisheries Company, Ltd., Greenfield: Nathan Tufts, Vice President and General Manager, New England Box Co., Haverhill: Louis H. Hamel, Treasurer, L. H. Hamel Leather Company. Holyoke: Arthur E. Sheldon, Owner and Manager, Sheldon's Transfer, Lawrence: Irving E. Rogers, Publisher, Lawrence Eagle and Lawrence Tribune, Lowell: Frank L. Lawlor, General Manager, Lowell Sun, Lynn: Charles F. Sprague, Vice President, Hoague-Sprague Box Company, New Bedford: Arthur W. Forbes, Chairman, New Bedford Wharf Commission, Newburyport: James P. Hale, President A. & G. J. Caldwell Company, North Adams: G. Churchill Francis, Treasurer, North Adams Savings Bank, Northampton: Mrs. H. W. de Rose, Managing Editor, Hampshire Gazette, Peabody: Harold N. Goodspeed, President, A. C. Lawrence Leather Company, Pittsfield: Monroe B. England, Owner of Broadcast Station WBBK, Plymouth: William P. Libby, Vice Pres., Plymouth Cordage Company, No. Plymouth, Salem: R. C. Dick, Treasurer, Naumkeag Steam Cotton Company, Springfield: Roe S. Clark, Vice President and Treasurer, Package Machinery Company, Taunton: Col. Arthur Ashworth, President, Reed & Barton Corporation, Walpole: M. J. Hawkins, Traffic Manager, Bird & Son, Inc., Whitinsville: E. Kent Swift, President and Treasurer, Whitin Machine Works, Worcester: Elmer B. Jones, Traffic Manager, Norton Company.

THE SALVATION ARMY
SOUTH END BOYS' CLUB

Memorial to
CHARLES HAYDEN

W. DOUGLAS HALSTED
Managing Director
1500 Washington St.

ADMINISTRATIVE COMMITTEE

Andrew S. Seiler, *President*
Hon. Jay R. Benton, *Vice-president*
Ralph M. Eastman, *Treasurer*

Major Clifford Brindley
Miles N. Clair
Major Fred Fahey
Ernest Hoftyzer
J. Leonard Johnson
William M. Meacham
J. Arthur Moriarty
William G. O'Hare
Henry H. Pierce
Paul T. Rothwell
Lothrop Withington

EX OFFICIO

Colonel Richard F. Stretton
John E. Wilson
W. A. Nicol

It is in the nature of things that the boundless energy of normal boys must have an outlet. While the family is the basic and indispensible unit, the boy must become an individual personality sometime. In a Boys' Club he can develop through comradeship, self-expression, the criticism of his fellow members, and those trained in boy guidance, a character and fortitude that will make him a better man, a better team worker, a respecter of the rights of others. Furthermore there are in our Boys' Club numerous opportunities for advancement in vocational and cultural advancement—plus guidance and opportunity in rendering civic service. Here are some of the ways in which the South End Boys' Club helps to mold Men:

Boston Mutual Life Insurance Company

HOME OFFICE
160 CONGRESS STREET
BOSTON, MASS.

DISTRICT OFFICE
J. WHITE, SUPT.
153 HUNTINGTON AVENUE
BOSTON, MASS.

February 19, 1945

Mr. J. R. Benton
President
Boston Mutual Life Insurance Co.
160 Congress St.
Boston, Mass.

Dear Mr. Benton:

It is with great pleasure that we extend to you an invitation to attend a victory banquet given by the Boston agency of the Boston Mutual Life Insurance Company to be held Tuesday, February 27, 1945, at the New Casa Manana, 252 Huntington Ave., Boston, Mass.

Dinner is to be served at 7:00 P.M. and the wives and guests of the employees of the Boston district will be present.

It is my fervent desire that this request will find you free from previous engagements and that you will be with us on that date.

Sincerely yours,

J. White
Superintendent

JW:EL

Capt Guthrie, WAC, Col Furber, Ft. Devens Executive Officer, Wed

FORT DEVENS, Feb. 21—Capt Edith Hughes Guthrie, WAC, of Bartow, Fla., attached to the Personnel Affairs Division of the 1st Service Command, and Col Charles L. Furber of Milton, post executive officer, were married at the post chapel here today.

Maj Gen Sherman Miles, commanding General of the 1st Service Command, gave the bride in marriage, while the couple was attended by Miss Ruth H. Furber of Milton, sister of the bridegroom, who was maid of honor, and Maj James F. Clarke, best man. Chaplain (Lt Col) Abbot Peterson officiated.

The bride is the daughter of Dr. and Mrs. Robert Hughes of Bartow, Fla., and is a graduate of Shorter College, Rome, Ga. She served with the 4th WAC Training Center when it was stationed here before being assigned to her present post in the 1st Service Command.

Col Furber is a veteran Army officer, having served in France during the last war.

High ranking officers from the 1st Service Command and Fort Devens attended the ceremony, including Brig Gen William Barron, chief of staff; Col Howell M. Estes, commanding officer of Fort Devens, and Col Arthur Soule, attached to the training division.

Doctor and Mrs. Robert Lee Hughes

announce the marriage of their daughter

Edith Hughes Guthrie

Captain Women's Army Corps

to

Charles Leicester Furber

Colonel Field Artillery

on Wednesday, the twenty-first of February

Nineteen hundred and forty-five

Fort Devens, Massachusetts

UNITED STATES ARMY

Tuesday

Feb. 27, 1945

Dear Dad —

Just got the fudge — I can never thank you enough — It really hits the spot — I've just eaten 12 pieces for I'm about to start out on a long hike. The way I feel now I could walk for a 100 miles — Thanks again ——

Love,

Dick

February 27, 1945

Col. Charles L. Furber
Post Executive Officer
Fort Devens, Mass.

Dear Charlie:

The Lend-A-Handers are thrilled and excited over your marriage. I saw about the wedding first in the "Boston Globe" and yesterday came the engraved announcement. Before that Ed Dana had called on the telephone and I had written "Smush" Bement and Webb Hyde. Your fellow members are really pepped up.

We want to give your bride a nice wedding present and desire to present it at a felicitous occasion when you both can be present. Accordingly, when you return from your honeymoon, drop me a note so we can plan for a reunion and hold an official "Harvard 1908 Lend-A-Hand Wedding Reception".

Your Old Friend,

Jay R. Benton

JRB:BCC

THE UPPER CONNECTICUT VALLEY AT GUILDHALL, VERMONT

February 28th
1945

Dear Jay:-

Pictures - Police Gazette - Masonic Notices - Calenders together with picture Post Cards (with riting) all appreciated, glad you liked the town report.

Town meeting coming up next Tuesday, not much interest as yet, Senator Stevens is expected to give a short talk, subject to be anounced later.

Robert Hayes & wife spent a few days with us the first of the week, by his stories, it would appear that its tough going "Over There", he has applied for A.T.C.or B-29 service, glad to see him in such good health

The Easter Ensemble of Guildhall's exclusive society of Spinsters consists of--

--- New Streamlined Turret and Tail ---

the latter is questionable.

Best ever,

WAR BULLETINS

Nazis Disorganized In Rhineland

American troops on the western front are storming the last river line before the Rhine.

If Wise, You'll Keep Snow Shovel Handy

Brother, you can dig out that Summer slack suit, but don't put away the snow shovel, for March is just ahead.

And, according to Dr. Charles F. Brooks, director of Harvard Blue Hills meteorological observatory, almost anything in the line of weather can happen in New England in March.

A New Englander, said he, will paraphrase Mark Twain to tell you that all you need to know about the weather anywhere you can find out simply by watching a day's weather go by here.

"If we stretch this 'day' to a whole month and consider the weather antics of all Marches of which we have record, we shall have to admit that New England, and the northeastern states generally, can match weather anywhere else in the world except in the inner tropics, the inner polar regions, and the high mountains.

"We may," he continued, "have temperatures in the 80's or below zero. The landscape may be turning green, or it may still be covered with a far-flung mantle of snow.

Wednesday, February 28th 1945

It was quarter of seven and the whistle when I awoke this morning – so down for the "Herald" – up, and down for breakfast – orange juice – wheat germ – dropped eggs on minced Ham on toast – Iced Coffee – Lugged in the suitcase again today – to the Square with Frances – there was Herb Rogers plodding along Payson Road, again – so we gave him another lift – Subway – office – Conf re Lane re industrial Bookkeeping and actuarial joint work + Made out checks to pay a lot of household Bills + Out to lunch at 12.30 with Everett Lane. Left Nicholas' Exeter certificate at Albert's on Kingston St. to be framed to Steuben's – Roast Pork – String Beans – Roll. Hot Coffee – Orange – to Woolworth's looking for picture frames but no luck – to Jordan's left films for prints – with Miss "Owl" downstairs to look for costume for Gloucester Hammock – no luck + to cigarettes – Back to office – Conf Lane, Leary, Moody, Hubner re ordinary production – Work to 4.45 – Then with Moody + Mansfield to Allston Then home. Little Living Room – Iced Coffee – Eventually Dinner – Potato Soup –

Broiled Schrod Boiled Potato — String Beans - Cucumber & Lettuce Salad - Toast - Milk - Squash Pie & cheese. Upstairs at 7.

WELLS BINDERY
WALTHAM, MASS.
JAN. 1946